

1996 ANNUAL REPORT INDIANA PUBLIC TRANSIT

State of Indiana

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Public Transit Section
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Executive Summary

Ridership

Indiana's transit systems provided nearly 27.6 million passenger-trips during 1996, a modest decrease of .38% from 1995 ridership.

Nineteen of Indiana's 38 transit systems (50%) reported carrying more passengers than in the previous year, with the largest percentage gains coming from Madison County 17.46%, Bedford 12.63%, and Goshen with 10.99%. Once again, Indianapolis posted the largest increase in passenger trips with 406,707 more trips than the previous year. The largest individual percentage decreases in passenger trips are marked by New Castle at -57.63%, Huntingburg at -35.27, and Kosciusko County at -25.47%. The largest decrease in passenger trips in 1996 was marked by Gary with 322,936 fewer trips than the previous year. Generally, the reasons for these types of decreases include fare increases, service cuts, and reductions in funding availability at the local level.

Service Supplied

Transit passenger vehicles traveled 26.9 million miles in 1996, nearly 2.4 million miles more than in 1995. Group 1 and 2 systems posted the greatest increases in vehicle miles traveled (15.09% and 1.14% respectively). Overall, 21 systems reported a decrease of service miles in 1996, with New Castle reporting the largest decrease at -103.61%. This decrease is a result of New Castle converting to point-deviated fixed-route service.

In 1975, the Indiana General Assembly passed legislation which created the state's transit assistance program. That year 2,150,811 people, or 41.4% of the state's population, had public transportation available to them. In the 21 years since the General Assembly passed this legislation, the number of areas served by public transportation has increased substantially. As of 1996, 50% more people are served by public transportation in the State of Indiana. Not including duplicated service areas within the state (e.g. Northwest Indiana), 3,271,082 people, or 59% of the state's population currently have access to public transit services.

Revenues

Total fare revenue collection held stable in 1996 at \$26.7 million. The statewide farebox recovery percentage, which illustrates the extent to which total operating expenses are covered by fare paying passengers, also remained stable at 29%.

Gross operating revenues, which includes revenue from all sources, increased slightly to over \$92.7 million in 1996 from \$91.1 million in 1995 (.02%).

Expenses

Public transportation expenses were \$92.7 million statewide in 1996, a minimal increase from \$91.1 million the previous year. The average cost per total vehicle mile was \$3.44 in 1996, compared to \$3.70 in 1995, and the cost per passenger trip was \$3.32 compared to \$3.29 in 1995.

INTRODUCTION

The Indiana Department of Transportation (INDOT) deems public transit to be an essential service which supports local and state goals for economic growth, quality of life, energy conservation, and environmental quality.

The Public Transit Section of INDOT provides financial and technical assistance to public transit systems throughout the state. The primary goal of the section is to furnish reliable, safe, and efficient public transit services and enhance personal mobility throughout Indiana's urban and rural areas.

This *1996 Annual Report* prepared by the Public Transit Section summarizes key operating and financial characteristics of Indiana's 38 publicly-assisted transit systems. It provides information to public officials, planners, transit managers, and other interested persons.

This twenty-first annual report provides an overview of the status of Indiana public transit services between January 1 and December 31, 1996. The document provides the reader with a summary of transit service and financial information, a detailed report of system characteristics, a summary of 1996 federal and state transportation assistance programs and awards, as well as a glossary of terms as used in this report.

INDOT obtained this information from locally prepared quarterly and annual reports. In some cases, INDOT modified financial data in order to make it consistent with our report format. In all cases, we have attempted to validate the data.

In 1986 transit operators were placed into four separate groups, based on service delivery type and other characteristics. These groupings are used to analyze and compare the financial and operating characteristics of similar transit systems.

Economy

Public transportation performs a key role in the financial well-being of Indiana. Nearly 80,000 trips are provided each day to Indiana residents who utilize public transit services for work, medical, shopping, or personal business travel. In many instances, public transit furnishes a vital link between jobs and the labor market. In fact, for many low income or transportation-disadvantaged citizens, public transit is the only access to employment opportunities.

The availability of public transportation services also promotes more efficient and livable patterns of land-use development and increases local tax bases. The presence of transit services can affect residents' choices of neighborhoods, the number of cars they purchase, and the value of their homes. An American Public Transportation Association study, "National Impacts of Transit Capital and Operation Expenditures on Business Revenues," estimates that a dollar invested in public transit results in a \$3.00 to \$3.50 increase in business revenues.

Employment

Transit systems directly **employ 1,380** full and part-time employees statewide. In addition, there are a number of industries within the state that provide vehicles, materials, and supplies to Indiana's thirty-eight transit operators.

Energy and Environment

The primary reason for America's mounting oil consumption and inefficient energy use is our traditional habit of driving alone for nearly all of our travel needs, including commuting to work. The continuation of current trends in personal travel and energy consumption poses a serious threat to our mobility, the economy, and to national stability. Public transit is a key conservation strategy that can reduce our fuel consumption and promote our nation's energy independence. A 10% nationwide increase in transit usage would result in a savings of 135 million gallons of fuel per year.

The health and economic threats of unclean air are a growing concern for the state of Indiana as well. Our dependence on single-occupant vehicles for everyday travel needs is a primary cause of the poor air quality that can affect virtually everyone in the state. Moving more passengers per vehicle mile via public transit and other shared-ride services represents a central strategy in cleaning and maintaining our air quality. In addition, the new clean air technologies and alternative fuel options that are utilized in manufacturing transit vehicles will serve to further contribute to our clean air goals by reducing the emissions of public transit services themselves.

The American Public Transit Association estimates fuel efficiency of transit compared to the average commuter auto as follows:¹

- 1 bus with 7 passengers equals 1 auto
- 1 full bus equals 6 autos
- 1 full rail car equals 15 autos

In addition, transit vehicles are more energy efficient than automobiles when passenger miles are considered.¹ The U.S. Department of Energy estimates the following energy consumption's rates by mode:

- Commuter rail 3,155 BTU/Passenger Mile
- Transit bus 3,415 BTU/Passenger Mile
- Automobile 3,598 BTU/Passenger Mile

It has also been shown that based on national average vehicle occupancy rates, public transit contributes less pollution to the atmosphere.

Pollution By Mode of Travel¹
(measured in grams per passenger mile)

<u>Mode</u>	<u>Hydro carbons</u>	<u>Carbon Monoxide</u>	<u>Nitrogen Oxides</u>
Electric Rail	0.01	0.02	0.47
Transit Bus	0.20	3.05	1.54
Vanpool	0.36	2.42	0.38
Carpool	0.70	5.02	0.69
Automobile	2.09	15.06	2.06

Mobility

Many elderly, low-income, and Indiana residents with disabilities are isolated with limited access to jobs, social services, medical, recreation, and social interaction. The quality of life for these citizens is significantly improved by the availability of public transportation services. Mobility is essential to achieve greater personal independence and economic well-being. Without question, public transportation is a lifeline for many. Public transportation services provide people with a transportation alternative, as well as an economical means of travel.

Consistent with the guidelines set forth by the Americans With Disabilities Act (ADA), all Indiana transit systems must be accessible to individuals with disabilities. All new vehicles purchased for fixed-route public transportation service must be lift-equipped, and all fixed-route operators must provide complimentary paratransit services for patrons that are unable to utilize fixed-routes. All 38 of Indiana's public transportation providers were required to be fully compliant with ADA requirements January of 1997.

State Developments INDOT Funding Study

In July of 1995, INDOT initiated a study to look at our Public Mass Transportation Fund (PMTF) and Section 5311 formula allocation programs. This study was completed during 1996. The key objective for this study was to "create a rational and equitable mechanism for the distribution of State operating assistance to urban and rural transit providers throughout the State of Indiana." This objective was accomplished through an extensive process which involved the affected transit systems. The final recommendation of this study provides a funding mechanism that rewards the transit systems that are best serving their customers and providing cost-effective service to their communities. The recommended formula revisions also provide incentives and a phase-in period for all systems to adjust and/or improve performance.

The recommended new formula features:

- No major change in allocating funding to NICTD. 12.34% of funding set aside for NICTD with performance requirement; remaining funding allocated to groups of systems, identified as peer groups.
- Groups that reflect system size and type of service: large fixed route, small fixed route, urban demand response and rural demand response.
- Performance measures that are auditable or readily verifiable, with peer comparison.
- Three-year averaging of data to promote stability.
- Extended phase-in over a six year period starting in 1998, and elimination of a "base" allocation.
- PMTF administrative cap at 50 percent of operating expense.
- Funding for new systems.

The recommended new formula is as follows:

- The funding portion for NICTD is separated prior to group allocation.
- Funding is allocated to each group based on the group percentage of total operating expenses.

Funding is allocated within each group based on performance, as follows (each factor is weighted equally by 1/3):

- Passengers per Operating Expense, measured as passengers carried divided by operating expense, weighted by passengers
- Miles per Operating Expense, measured as total vehicle miles operated divided by operating expense, weighted by total vehicle miles
- LDI per Operating Expense, measured as locally derived income (LDI) divided by operating expense, weighted by LDI

Statewide Public Transit Needs Assessment

INDOT initiated a Statewide Public Transportation Needs Assessment in 1996. This project is expected to be complete by November of 1997. The objective of this study is to identify the unmet demand for public transportation services in Indiana.

The end product of the Statewide Public Transportation Needs Assessment will be an implementation plan that will outline the prioritized recommendation for INDOT and the transit operators of Indiana to better address the demand for public transportation services within the state.

Staffing Changes

The INDOT Public Transit Section continued to experience staffing changes in 1996-97. Project Manager Renee Miller was promoted to Section Manager of Policy and Budget while Dan Lake was reassigned from planning to a Project Manager covering Section 5311. In addition, the PTS welcomed Vickie Rayburn from INDOT's Accounting and Control Section to her new role as a Section 5311 Project Manager. Overall, the Public Transit Section lost one full-time position during the past year.

Federal Developments

Operating Assistance Funding

Statewide federal operating assistance decreased by 21% during 1996. This decrease was the result of a decline within the Section 5307 and Section 5311 operating assistance programs, and follows a 7% decrease in federal operating assistance in 1995.

New Start Applicants

The Section 5311 Rural Transportation Program, administered by INDOT, has experienced the highest degree of new applicant interest since the program's inception in 1978. During the last two years the Public Transit Section (PTS) has been in receipt of more than 10 applications. In 1996 INDOT funded the Cass County Rural Transportation system, the first Section 5311 new start since Plymouth's Rock City Rider in 1989. Three applicants completed new start feasibility studies this year; Knox County, Wabash County and the Transit Authority of River City. In addition there are seven feasibility studies scheduled to start in calendar year 1998.

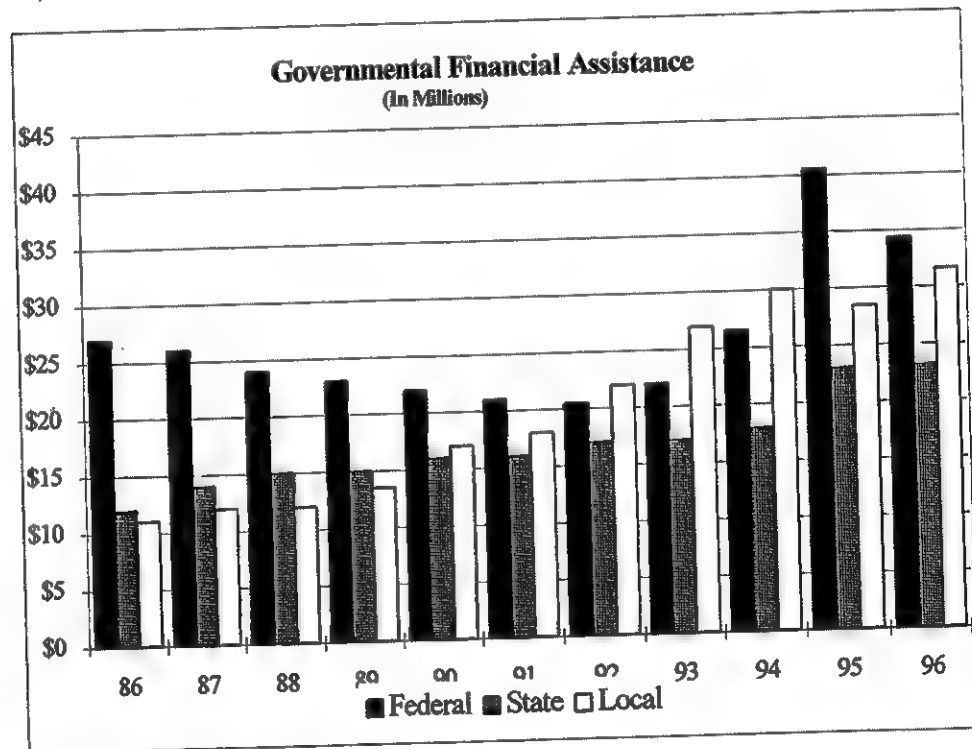
The increasing demand for rural transportation services is further evidenced by the establishment of the state's first public transportation system created without federal or state funding. In 1997 Decatur county began providing transportation service financed entirely by local funding. This project is a result of a collaborative effort between residents, agencies and local business.

The increased interest of new start applicants is coming at a time when the Section 5311 program has experienced decreased funding for two consecutive years.

Funding Trends

State & Local Funding

Transit (like most municipal services) must rely on property tax revenue as the primary (and usually sole) local revenue source. Under current property tax controls, levies are permitted to grow 5% per year. Because of this and the lack of other local funding options, service levels have remained constant statewide. This is evident in the Total Vehicle Miles traveled, which has remained relatively constant for the past several years.

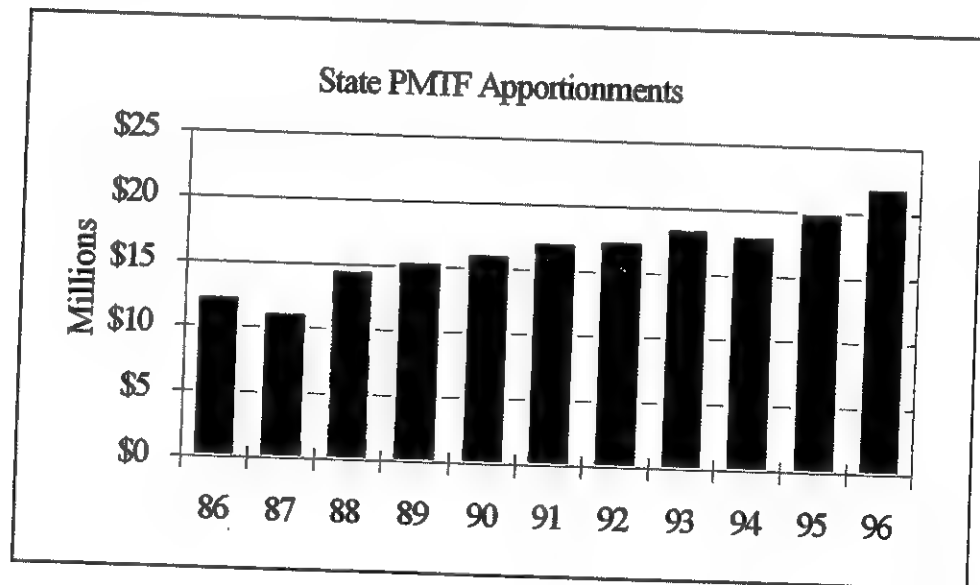


With the decline of federal transit funds, state and local funding has covered this shortfall. This trend is shown in the above graph on Governmental Financial Assistance. For the seventh consecutive year local funding has exceeded state funding. Although total federal funding exceeded local funding in 1996, it is important to note that this is due to an unusually high federal investment in capital for the year. In comparing federal and local funding for operating assistance, local accounted for 31% (\$28,876,281) of overall operating expenses, while federal only accounted for 15% (\$13,762,382). This actually marks a 21% decrease in federal operating investment from 1995, and an 16.8% increase in local operating investment for the same year. In 1981, local funding financed 13% of statewide transit service. However, in 1996, local funding accounted for

competes for scarce local dollars with other essential municipal services, including streets and roadways, police and fire protection, education, and solid waste disposal. This trend may mean that transit is becoming a more important local service. However, it is likely that transit levels will remain static because of restrictions on increases in local funding. In addition, service changes will be even more closely tied to the financial conditions at the local government level.

Biennial Budget and Appropriation Process

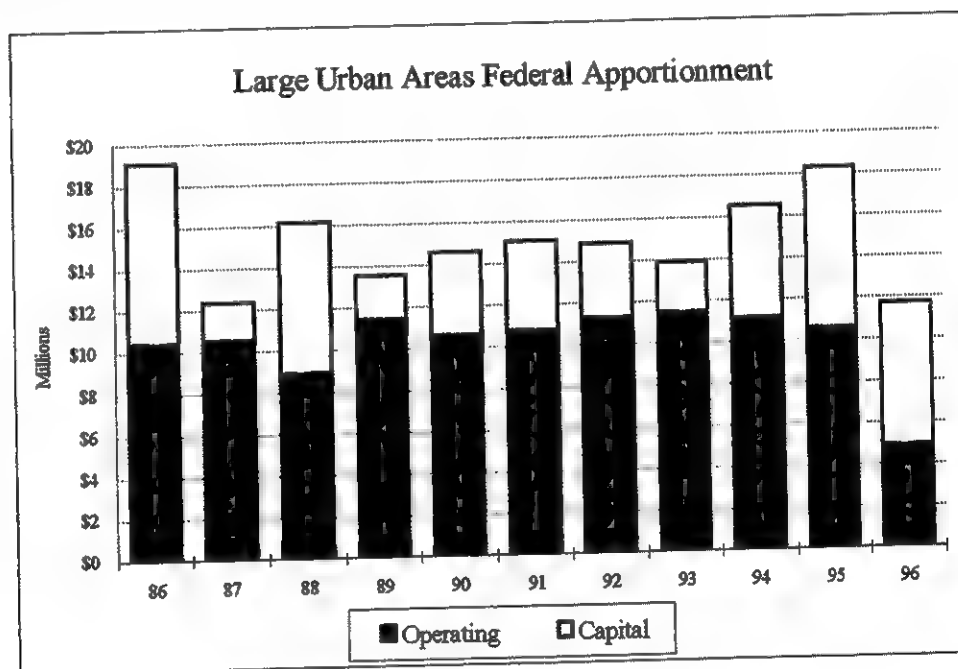
Indiana's state government functions under a biennial (two year) budget. Preparations for the two-year budget begins in the spring and summer before the long legislative session (budget session) which begins in January of every odd year (e.g. 1995, 1997) and ends in April. The statewide Public Mass Transportation Fund is appropriated at this time. Except for budget emergencies that may be addressed in the short session, all appropriation decisions are made during the long session.



The chart above reflects the growth of the Indiana Public Mass Transportation Fund (PMTF) appropriations over the last eleven years. Overall, the PMTF grew from \$12 million in 1986 to \$22 million in 1996. This represents a 83% growth in the state's total dollar investment since 1986.

**Federal Section 5307
(Section 9) Block
Grants - Large
Urbanized Areas**

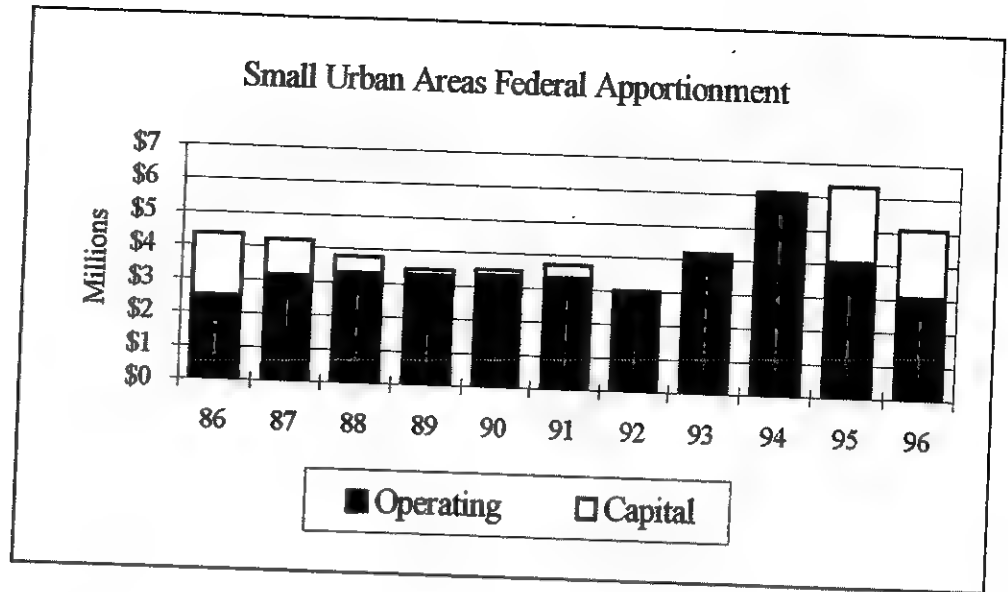
The chart below reflects the funding apportioned for urbanized areas over 200,000 population, which receive their funding share based on a federal formula of population, density and certain service or performance factors. Total apportionment's for the eleven year period are over \$166 million, with over \$54 million available for capital projects and \$112 million used for operating subsidies. Overall funding in 1986 was \$19.11 million, which decreased to around \$11.70 million in 1996, a decrease of nearly 40%% without consideration of the affects of inflation.



**Federal Section 5307
(Section 9) Block
Grants - Small
Urbanized Areas**

The Section 5307 program provides funding to small urbanized areas (over 50,000 and less than 200,000 population) for capital and operating expenses. These funds are distributed by a federal formula that includes population and population density.

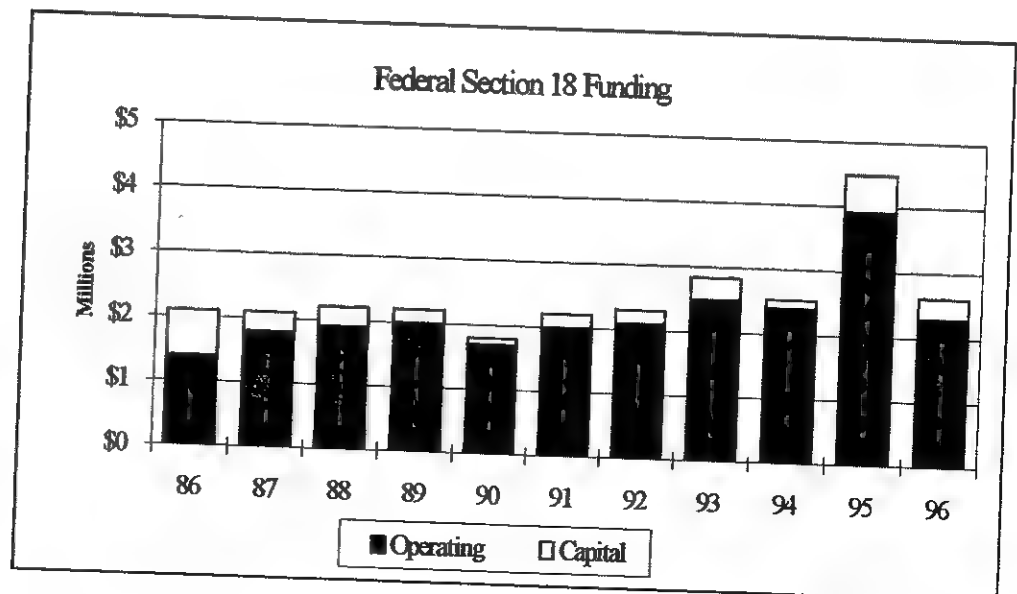
The total funds available over the most recent eleven year period, as well as the mix of operating and capital funds, are presented in the graph on the following page. Overall, the total funds available decreased slightly over last year. During 1996, just over \$3 million (60%) of the federal funds were allocated to operating assistance, while \$2 million was allocated for capital.



**Section 5311 (Section 18)
Financial Assistance for
Other Than Urbanized
Areas**

Section 5311 funds are appropriated by Congress as a percentage of the total federal Section 5307 formula assistance authorized. Indiana receives about 3% from the national appropriation.

In 1996, Indiana grantees were awarded over \$2.6 million in Section 5311 funding. This reflects a decrease of 35% compared to 1995 funding award levels. The following chart illustrates Section 5311 funding trends during the past eleven years.

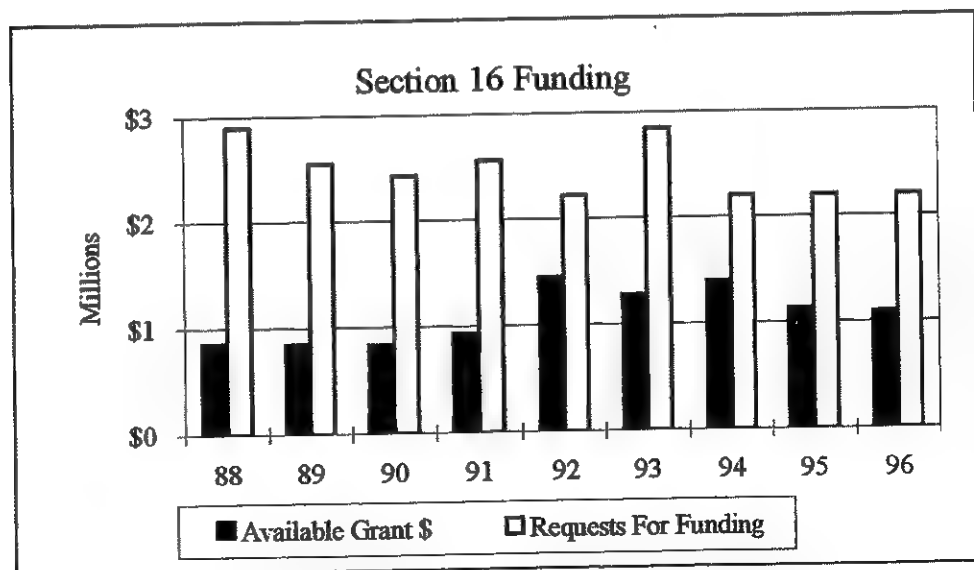


**Section 5310
(Section 16)
Grants and Loans for
Special Needs of
Elderly individuals and
Individuals With
Disabilities**

The Section 5310 program provides capital assistance to private, non-profit social service, and public agencies, for the purchase of vans, modified vans and school buses to transport elderly and disabled people to agency sponsored programs. Indiana receives roughly \$1.1 million per year in federal assistance. The distribution is based on Indiana's share of the national elderly and disabled population.

Once inflation is taken into consideration, federal assistance has actually declined consistently since 1987. Exacerbating this inflation-based decrease in funding is the growth in vehicle replacement backlog. INDOT receives requests to replace over 100 vehicles per year. However, due to limited funding, INDOT can only replace approximately 35 vehicles annually.

Approximately 90-95% of all funds from the Section 5310 Program are used to replace vehicles, leaving little money to fund expanded services. The following chart highlights stagnate funding levels in this program over the past nine years.

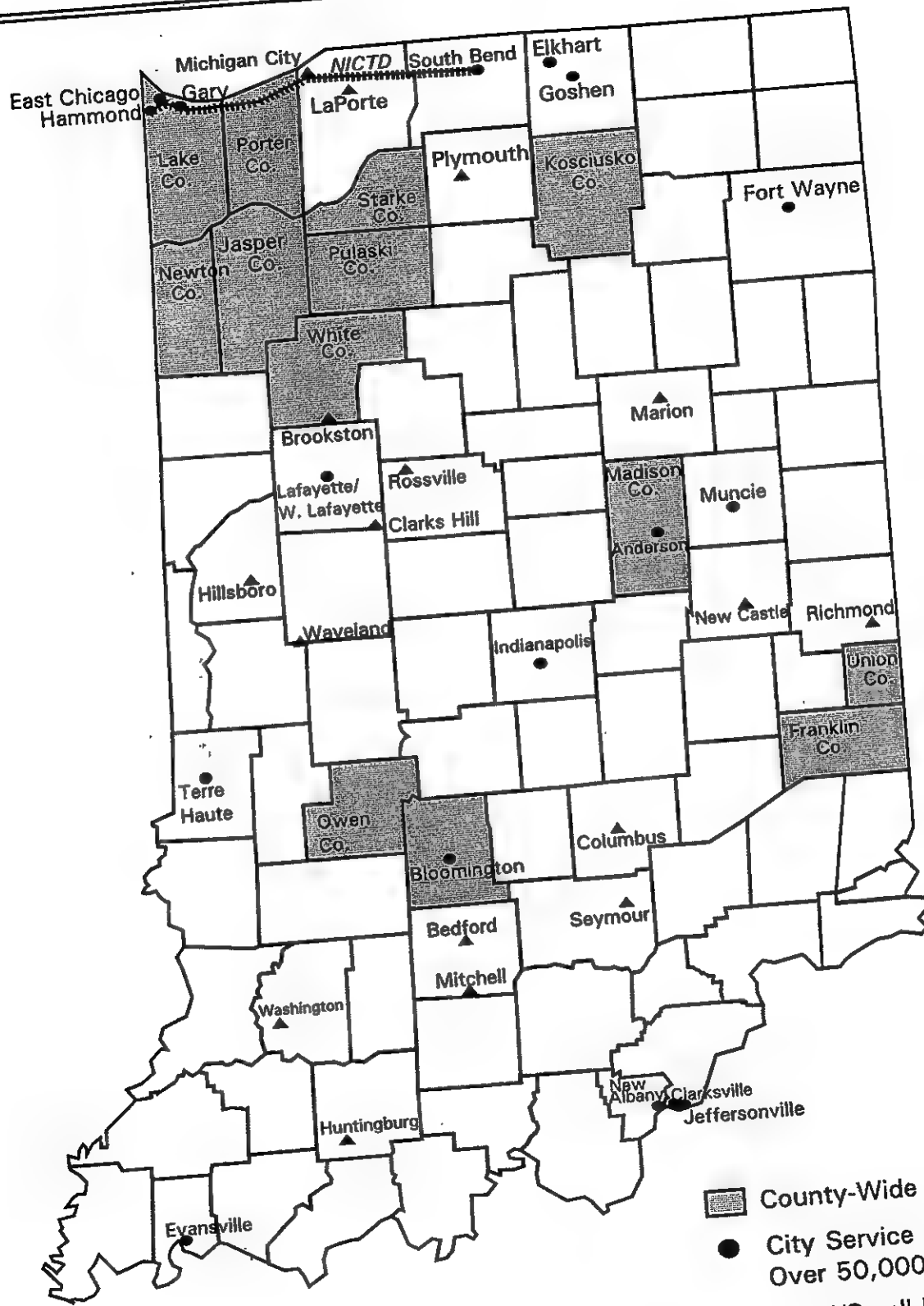


¹ American Public Transit Association, 1994 Transit Fact Book.

SECTION ONE

STATEWIDE STATISTICS

INDIANA TRANSIT SYSTEMS







-  County-Wide Service
-  City Service Over 50,000
-  Rural/Small Urban Under 50,000
-  Commuter Rail

TABLE 1
AREAS SERVED BY PUBLIC TRANSPORTATION: 1996

SYSTEM	SYSTEM NAME	SERVICE AREA	POPULATION
GROUP 1 - Large Fixed Route			
Fort Wayne	Fort Wayne PTC	Fort Wayne Metropolitan Area	186,280
Gary	Gary Public Transportation Corporation	Gary City Limits	116,646
Indianapolis	Indianapolis Public Transportation Corporation	Indianapolis Metropolitan Area	914,761
NICTD	Northern Indiana Commuter Transportation District	Rail Corridor between South Bend & Chicago	163,611
South Bend	South Bend Public Transportation Corporation	South Bend & Mishawaka Metropolitan Area	148,590
SUBTOTAL: GROUP 1			1,529,888
GROUP 2 - Medium Fixed Route			
Anderson	City of Anderson Transit System	Anderson City Limits	59,549
Bloomington	Bloomington Public Transportation Corporation	Bloomington Metropolitan Area	60,633
Evansville	Metropolitan Evansville Transit System	Evansville Metropolitan Area	126,272
Hammond	Hammond Transit System	Hammond, Whiting & adjacent areas	84,236
Lafayette	Greater Lafayette PTC	Lafayette, West Lafayette Metropolitan Area	108,500
Muncie	Muncie Indiana Transit System	Fixed Route/City Limits - Paratransit/County Wide	71,035
Southern Indiana	Transit Authority of River City	New Albany, Clarksville & Jeffersonville City Limits	77,996
Terre Haute	Transit Utility for the City of Terre Haute	Terre Haute City Limits & West Terre Haute	59,978
SUBTOTAL: GROUP 2			648,199
GROUP 3 - Small Fixed Route			
Bedford	Transit Authority of Stone City	Bedford City Limits	13,817
Columbus	Columbus Transit	Columbus City Limits	31,802
East Chicago	East Chicago Public Transit	East Chicago City Limits	33,892
LaPorte	TransPorte	LaPorte City limits & one-quarter mile fringe	21,507
Marion	City of Marion Transportation Department	Marion City Limits	32,618
Michigan City	Michigan City Municipal Coach Service	Michigan City Limits & Trail Creek	33,822
New Castle	New Castle Community Transit	New Castle City Limits	17,753
Richmond	Rose View Transit System	Richmond City Limits plus Wayne Township	38,705
Washington	Washington Transit System	Washington City Limits	10,838
SUBTOTAL: GROUP 3			234,754
GROUP 4 - Demand Response and County			
Cass County	Cass County Transportation	Cass County	38,413
Elkhart	Heart City Rider	City of Elkhart	43,627
Franklin County	Franklin County Public Transportation	Franklin County	19,580
Goshen	Goshen Transit	City of Goshen & contiguous area	23,797
Huntingburg	City of Huntingburg Transit System	Huntingburg City Limits	5,252
KIRPC	Arrowhead Country Public Transportation	Jasper, Newton, Pulaski, Starke & White Counties	73,901
Kokomo	First City Rider	City of Kokomo	66,981
Kosciusko County	Kosciusko Area Bus Service	Kosciusko County	65,294
CEOC	Lake County Economic Opportunity Council	Lake and Porter Counties	604,526
Madison County	Transportation for the Rural Areas of Madison	Madison County except Anderson	56,632
Mitchell	Mitchell Transit System	Mitchell City Limits	4,669
Monroe County	Rural Transit	Monroe, Owen & Southern Putnam Counties	54,819
Plymouth	Rock City Rider	City of Plymouth	8,303
Seymour	Seymour Transit	City of Seymour	15,576
Trade Winds	Trade Winds Rehabilitation Center	Lake and Porter Counties	604,526
Union County	Union County Transit Service	Union County with trips to Richmond & Connersville	6,976
Waveland	Waveland Volunteer Transportation Program	Brookston, Clarks Hill, Hillsboro, Rossville & Waveland	4,669
TOTAL: GROUP 4			1,697,541
TOTAL ALL GROUPS			4,110,382
TOTAL UNDUPLICATED POPULATION SERVED			3,271,082
TOTAL INDIANA POPULATION			5,544,159
PERCENT OF POPULATION SERVED			59%

TABLE 2
RIDERSHIP DISTRIBUTION BY SYSTEM: 1996

SYSTEM	RIDERSHIP 1995	RIDERSHIP 1996	% CHANGE	RIDERSHIP PER POP	% OF STAT RIDERSHIP
GROUP 1 - Large Fixed Route					
Fort Wayne	1,317,130	1,344,469	2.03%	7.07	4.76%
Gary	2,472,933	2,150,097	-15.01%	21.20	8.93%
Indianapolis	9,596,534	10,003,241	4.07%	10.49	34.67%
NICTD	3,295,987	3,315,759	0.60%	20.15	11.91%
South Bend	2,249,538	2,104,373	-6.90%	15.14	8.13%
SUBTOTAL: GROUP 1	18,932,122	18,917,939	-0.07%	12.37	68.40%
GROUP 2 - Medium Fixed Route					
Anderson	263,824	256,492	-2.86%	4.43	0.95%
Bloomington	983,282	986,734	0.35%	16.22	3.55%
Evansville	1,319,862	1,333,289	1.01%	10.45	4.77%
Hammond	379,934	378,740	-0.32%	4.51	1.37%
Lafayette	1,931,830	1,935,174	0.17%	17.80	6.98%
Muncie	1,142,120	1,149,723	0.66%	16.08	4.13%
Southern Indiana	172,270	176,615	2.46%	2.21	0.62%
Terre Haute	290,799	271,798	-6.99%	4.85	1.05%
SUBTOTAL: GROUP 2	6,483,921	6,488,565	0.07%	10.00	23.43%
GROUP 3 - Small Fixed Route					
Bedford	40,004	45,787	12.63%	2.90	0.14%
Columbus	157,485	154,676	-1.82%	4.95	0.57%
East Chicago	132,390	125,572	-5.43%	3.91	0.48%
LaPorte	66,223	70,833	6.51%	3.08	0.24%
Marion	146,008	145,409	-0.41%	4.48	0.53%
Michigan City	187,822	182,952	-2.66%	5.55	0.68%
New Castle	44,270	28,084	-57.63%	2.49	0.16%
Richmond	328,283	317,484	-3.40%	8.48	1.19%
Washington	12,246	11,651	-5.11%	1.13	0.04%
SUBTOTAL: GROUP 3	1,114,731	1,082,448	-2.98%	4.75	4.03%
GROUP 4 - Demand Response and County					
Elkhart	155,741	162,585	4.21%	3.57	0.56%
Franklin County	34,743	34,981	0.68%	1.77	0.13%
Goshen	21,813	24,505	10.99%	0.92	0.08%
Huntingburg	11,376	8,410	-35.27%	2.17	0.04%
KIRPC	146,287	139,975	-4.51%	1.51	0.53%
Kokomo	105,842	103,328	-2.43%	1.58	0.38%
Kosciusko County	108,282	86,301	-25.47%	1.66	0.39%
LCEOC	252,100	249,537	-1.03%	0.42	0.91%
Madison County	13,918	16,863	17.46%	0.25	0.05%
Mitchell	17,544	18,528	5.31%	3.76	0.06%
Monroe County	85,752	85,771	0.02%	1.56	0.31%
Plymouth	3,696	4,143	10.79%	0.45	0.01%
Seymour	7,883	6,757	-16.66%	0.51	0.03%
Trade Winds	146,676	118,694	-23.57%	0.24	0.53%
Union County	20,127	21,793	7.64%	2.89	0.07%
Waveland	15,270	15,709	2.79%	3.27	0.06%
SUBTOTAL: GROUP 4	1,147,050	1,097,880	-4.48%	0.69	4.14%
TOTAL ALL GROUPS	27,677,824	27,586,832	-0.33%	6.76	100%

Operating Characteristics

TABLE 3
TOTAL VEHICLE MILES (TVM) BY SYSTEM: 1996

SYSTEM	TVM 1995	TVM 1996	% CHANGE
GROUP 1 - Large Fixed Route			
Fort Wayne	1,104,279	1,161,258	4.91%
Gary	1,389,879	1,433,962	3.07%
Indianapolis	6,239,398	8,448,160	26.14%
NICTD	2,765,481	2,831,852	2.34%
South Bend	1,837,095	1,830,947	-0.34%
SUBTOTAL: GROUP 1	13,336,132	15,706,179	15.09%
GROUP 2 - Medium Fixed Route			
Anderson	367,166	368,524	0.37%
Bloomington	682,813	732,543	6.79%
Evansville	1,223,031	1,236,303	1.07%
Hammond	451,028	465,168	3.04%
Lafayette	1,187,165	1,185,115	-0.17%
Muncie	1,035,004	1,023,603	-1.11%
Southern Indiana	185,898	184,505	-0.75%
Terre Haute	390,970	390,970	0.00%
SUBTOTAL: GROUP 2	5,523,075	5,586,731	1.14%
GROUP 3 - Small Fixed Route			
Bedford	64,673	63,969	-1.10%
Columbus	242,125	239,977	-0.90%
East Chicago	98,396	97,412	-1.01%
LaPorte	212,342	204,361	-3.91%
Marion	155,310	154,117	-0.77%
Michigan City	212,513	252,624	15.88%
New Castle	78,379	38,494	-103.61%
Richmond	384,120	366,680	-4.76%
Washington	30,692	30,566	-0.41%
SUBTOTAL: GROUP 3	1,478,550	1,448,200	-2.10%
GROUP 4 - Demand Response and County			
Elkhart	325,248	318,884	-2.00%
Franklin County	179,073	186,034	3.74%
Goshen	46,859	48,944	4.26%
Huntingburg	15,059	12,085	-24.61%
KIRPC	639,813	639,098	-0.11%
Kokomo	426,687	414,423	-2.96%
Kosciusko County	269,586	202,765	-32.95%
LCEOC	749,780	764,775	1.96%
Madison County	240,893	299,790	19.65%
Mitchell	19,881	19,626	-1.30%
Monroe County	323,510	314,924	-2.73%
Plymouth	10,798	14,797	27.03%
Seymour	31,106	28,349	-9.73%
Trade Winds	853,563	810,869	-5.27%
Union County	85,372	90,181	5.33%
Waveland	31,715	44,732	29.10%
SUBTOTAL: GROUP 4	4,248,943	4,210,276	-0.92%
TOTAL ALL GROUPS	24,586,700	26,951,386	8.77%

TABLE 4
PERFORMANCE MEASURES BY SYSTEM: 1996

SYSTEM	EXPENSE/ TRIP	EXPENSE/ TVM	SUBSIDY/ TRIP	FARE RECOVERY	LDI/ EXPENSE
GROUP 1 - Large Fixed Route					
Fort Wayne	4.21	4.89	3.28	0.14	0.64
Gary	3.44	5.16	2.72	0.19	0.49
Indianapolis	2.59	3.07	1.24	0.28	0.69
South Bend	2.50	3.30	2.50	0.19	0.61
AVERAGE: GROUP 1	3.39	4.15	1.91	0.34	0.70
GROUP 2 - Medium Fixed Route					
Anderson	5.56	3.87	5.09	0.06	0.54
Bloomington	2.01	2.71	1.61	0.20	0.53
Evansville	2.36	2.54	1.80	0.22	0.47
Hammond	3.60	3.93	2.74	0.22	0.49
Lafayette	1.66	2.72	0.83	0.23	0.55
Muncie	3.22	3.62	2.88	0.08	0.63
Southern Indiana	5.81	5.56	5.31	0.09	0.52
Terre Haute	4.33	3.01	3.79	0.12	0.39
AVERAGE: GROUP 2	3.90	2.92	3.47	0.10	0.30
GROUP 3 - Small Fixed Route					
Bedford	6.27	4.49	5.09	0.06	0.54
Columbus	4.27	2.75	4.01	0.06	0.29
East Chicago	4.74	6.10	4.74	0.00	0.33
LaPorte	6.59	2.28	5.47	0.14	0.33
Marion	3.70	3.49	3.45	0.06	0.26
Michigan City	3.59	2.60	3.20	0.11	0.29
New Castle	8.19	5.97	7.61	0.06	0.27
Richmond	2.31	2.00	1.69	0.24	0.32
Washington	4.95	1.89	4.22	0.10	0.29
AVERAGE: GROUP 3	3.90	2.92	3.47	0.10	0.30
GROUP 4 - Demand Response and County					
Elkhart	4.60	2.34	2.50	0.46	0.47
Franklin	5.75	1.08	5.75	0.17	0.83
Goshen	4.69	2.35	2.55	0.46	0.48
Huntingburg	5.09	3.54	4.75	0.07	0.53
KIRPC	6.10	1.34	4.43	0.26	0.37
Kokomo	5.64	1.41	4.28	0.24	0.57
Kosciusko County	7.60	3.23	6.73	0.09	0.33
LCEOC	5.59	1.82	4.65	0.17	0.47
Madison County	11.77	0.66	8.77	0.25	0.31
Mitchell	3.74	3.53	3.22	0.14	0.28
Monroe County	4.97	1.35	4.44	0.11	0.34
Plymouth	4.54	1.27	3.04	0.33	0.67
Seymour	12.05	2.87	10.20	0.15	0.60
Trade Winds	6.34	0.93	5.95	0.06	0.52
Union County	5.70	1.38	5.19	0.09	0.36
Waveland	5.24	1.84	4.78	0.09	0.54
AVERAGE: GROUP 4	5.78	1.50	4.63	0.20	0.46
AVERAGE ALL GROU	3.32	3.44	2.10	0.29	0.63
NICTD	6.04	7.08	2.42	0.59	0.78

* NICTD excluded from averages due to unique service type

TABLE 5
TRANSIT SYSTEM OPERATING EXPENDITURES BY CATEGORY: 1996

SYSTEM	LABOR & FRINGE	%	SERVICES	%	MATERIALS & SUPPLIES	%	UTILITIES	%	CASUALTY & LIABILITY	%	PURCHASED TRANSPORT	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route															
Fort Wayne	\$4,490,261	79%	\$168,335	3%	\$601,284	11%	\$78,210	1%	\$222,828	4%	\$0	0%	\$100,353	2%	\$5,661,271
Gary	\$4,577,905	62%	\$742,736	10%	\$1,121,820	15%	\$202,593	3%	\$465,577	6%	\$37,268	1%	\$255,764	3%	\$7,403,663
Indianapolis	\$7,972,520	31%	\$1,715,189	7%	\$827,229	3%	\$647,166	2%	\$97,550	0%	\$14,433,453	56%	\$284,085	1%	\$25,957,192
NICTD	\$11,321,726	56%	\$764,701	4%	\$1,379,590	7%	\$1,891,539	9%	\$2,198,873	11%	\$0	0%	\$2,484,803	12%	\$20,041,232
South Bend	\$4,228,295	70%	\$344,042	6%	\$535,140	9%	\$94,664	2%	\$240,717	4%	\$0	0%	\$601,685	10%	\$6,044,563
SUBTOTAL	\$32,590,707	50%	\$3,735,003	6%	\$4,465,063	7%	\$2,914,192	4%	\$3,225,545	5%	\$14,470,721	22%	\$3,706,690	6%	\$65,107,921
GROUP 2 - Medium Fixed Route															
Anderson	\$1,174,089	82%	\$53,785	4%	\$119,169	8%	\$22,348	2%	\$55,927	4%	\$0	0%	\$4,424	0%	\$1,429,742
Bloomington	\$1,083,555	55%	\$205,002	10%	\$269,608	14%	\$30,543	2%	\$99,745	5%	\$282,907	14%	\$14,033	1%	\$1,985,393
Evansville	\$2,456,922	78%	\$61,577	2%	\$514,498	16%	\$43,989	1%	\$56,694	2%	\$0	0%	\$8,287	0%	\$3,141,967
Hammond	\$101,566	7%	\$68,780	5%	\$16,355	1%	\$4,716	0%	\$6,859	1%	\$1,159,906	85%	\$3,981	0%	\$1,362,163
Lafayette	\$2,502,645	78%	\$84,090	3%	\$396,135	12%	\$46,453	1%	\$105,811	3%	\$0	0%	\$94,220	3%	\$3,219,354
Muncie	\$2,536,218	69%	\$285,790	8%	\$501,810	14%	\$82,544	2%	\$150,114	4%	\$0	0%	\$144,289	4%	\$3,700,735
Southern Indiana	\$764,595	75%	\$30,173	3%	\$72,003	7%	\$14,120	1%	\$26,377	3%	\$108,013	10%	\$12,115	1%	\$1,025,396
Terre Haute	\$866,311	74%	\$21,388	2%	\$142,785	12%	\$41,402	4%	\$35,150	3%	\$54,584	5%	\$15,733	1%	\$1,177,353
SUBTOTAL	\$11,485,901	67%	\$810,585	5%	\$2,032,363	12%	\$286,115	2%	\$536,677	3%	\$1,603,410	9%	\$287,052	2%	\$17,042,103
GROUP 3 - Small Fixed Route															
Bedford	\$243,718	85%	\$7,725	3%	\$15,500	5%	\$5,443	2%	\$8,704	3%	\$0	0%	\$6,101	2%	\$287,191
Columbus	\$517,209	78%	\$24,361	4%	\$90,195	14%	\$11,601	2%	\$6,000	1%	\$0	0%	\$10,823	2%	\$660,189
East Chicago	\$431,987	73%	\$27,147	5%	\$103,929	17%	\$0	0%	\$0	0%	\$0	0%	\$31,531	5%	\$594,594
LaPorte	\$350,828	75%	\$4,454	1%	\$52,338	11%	\$25,477	5%	\$21,860	5%	\$0	0%	\$11,914	3%	\$466,871
Marion	\$361,872	67%	\$43,260	8%	\$63,713	11%	\$9,644	2%	\$60,978	11%	\$0	0%	\$4,869	1%	\$537,336
Michigan City	\$511,164	78%	\$11,977	2%	\$66,268	10%	\$15,455	2%	\$49,743	8%	\$0	0%	\$5,152	1%	\$656,759
New Castle	\$184,474	80%	\$2,856	1%	\$13,165	6%	\$7,707	3%	\$14,567	6%	\$0	0%	\$7,224	3%	\$229,993
Richmond	\$571,939	78%	\$27,079	4%	\$56,936	8%	\$6,702	1%	\$68,654	9%	\$0	0%	\$845	0%	\$731,955
Washington	\$28,540	46%	\$16,754	29%	\$5,084	9%	\$3,086	5%	\$5,715	10%	\$0	0%	\$474	1%	\$57,553
SUBTOTAL	\$3,199,731	76%	\$165,613	4%	\$457,128	11%	\$85,115	2%	\$236,221	6%	\$0	0%	\$78,733	2%	\$4,222,541
GROUP 4 - Demand Response and County															
Elkhart	\$65,399	9%	\$0	0%	\$2,794	0%	\$0	0%	\$0	0%	\$668,639	89%	\$10,677	1%	\$747,509
Franklin	\$157,634	78%	\$4,671	2%	\$22,711	11%	\$5,583	3%	\$3,281	2%	\$0	0%	\$7,197	4%	\$201,077
Goshen	\$3,656	3%	\$0	0%	\$1,094	1%	\$0	0%	\$0	0%	\$104,581	91%	\$6,552	5%	\$114,883
Huntingburg	\$29,405	69%	\$2,771	6%	\$2,279	5%	\$6,000	14%	\$1,488	3%	\$0	0%	\$837	2%	\$42,780
KIRPC	\$571,129	67%	\$73,438	9%	\$72,955	9%	\$31,606	4%	\$51,161	6%	\$0	0%	\$53,457	6%	\$853,746
Kokomo	\$271,469	47%	\$0	0%	\$26,799	5%	\$0	0%	\$0	0%	\$284,221	49%	\$0	0%	\$582,489
Kosciusko County	\$421,140	64%	\$9,115	1%	\$64,440	10%	\$13,444	2%	\$23,282	4%	\$0	0%	\$124,416	19%	\$655,837
LCEOC	\$702,470	50%	\$34,615	2%	\$384,024	28%	\$36,603	3%	\$166,888	12%	\$0	0%	\$71,043	5%	\$1,395,643
Madison County	\$42,674	22%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$134,304	68%	\$20,889	11%	\$198,467
Mitchell	\$50,811	73%	\$8,915	13%	\$4,741	7%	\$2,225	3%	\$1,264	2%	\$0	0%	\$1,295	2%	\$69,251
Monroe County	\$246,485	58%	\$9,143	2%	\$88,506	21%	\$5,957	1%	\$38,073	9%	\$0	0%	\$38,108	9%	\$426,272
Plymouth	\$0	0%	\$0	0%	\$459	2%	\$0	0%	\$0	0%	\$12,489	66%	\$5,845	31%	\$18,793
Seymour	\$23,495	29%	\$6,000	7%	\$0	0%	\$0	0%	\$0	0%	\$47,777	59%	\$4,178	5%	\$81,450
Trade Winds	\$445,969	59%	\$13,537	2%	\$123,336	16%	\$752	0%	\$27,074	4%	\$0	0%	\$142,387	19%	\$753,055
Union County	\$84,490	68%	\$7,402	6%	\$14,593	12%	\$480	0%	\$15,353	12%	\$0	0%	\$1,810	1%	\$124,128
Waveland	\$52,475	64%	\$10,555	13%	\$8,681	11%	\$678	1%	\$4,957	6%	\$0	0%	\$4,961	6%	\$82,307
SUBTOTAL	\$3,168,701	50%	\$180,162	3%	\$817,412	13%	\$103,328	2%	\$332,821	5%	\$1,252,611	20%	\$492,652	8%	\$6,347,687
TOTAL	\$50,445,040	54%	\$4,891,363	5%	\$7,771,966	8%	\$3,388,750	4%	\$4,331,264	5%	\$17,326,742	19%	\$4,565,127	5%	\$92,720,252

TABLE 6

TRANSIT SYSTEM OPERATING REVENUES BY CATEGORY: 1996

SYSTEM	FARES	%	FEDERAL	%	STATE	%	LOCAL	%	OTHER	%	TOTAL
GROUP 1 - Large Fixed Route											
Fort Wayne	\$808,561	14%	500,447	9%	\$1,436,398	25%	\$2,469,555	44%	\$446,310	8%	\$5,661,271
Gary	\$1,395,580	19%	1,856,289	25%	\$1,894,968	26%	\$2,091,158	28%	\$165,668	2%	\$7,403,663
Indianapolis	\$7,149,697	28%	1,788,706	7%	\$6,260,638	24%	\$10,012,056	39%	\$746,095	3%	\$25,957,192
NICTD	\$11,830,442	59%	1,856,624	9%	\$2,469,428	12%	\$3,707,917	19%	\$176,821	1%	\$20,041,232
South Bend	\$1,141,199	19%	780,188	13%	\$1,577,984	26%	\$2,306,630	38%	\$238,562	4%	\$6,044,563
SUBTOTAL	\$22,325,479	34%	6,782,254	10%	\$13,639,416	21%	\$20,587,316	32%	\$1,773,456	3%	\$65,107,921
GROUP 2 - Medium Fixed Route											
Anderson	\$92,126	6%	247,636	17%	\$390,652	27%	\$667,989	47%	\$31,339	2%	\$1,429,742
Bloomington	\$388,749	20%	369,537	19%	\$573,106	29%	\$641,683	32%	\$12,318	1%	\$1,985,393
Evansville	\$680,398	22%	914,807	29%	\$725,065	23%	\$760,147	24%	\$61,550	2%	\$3,141,967
Hammond	\$299,712	22%	303,462	22%	\$388,191	28%	\$344,409	25%	\$26,389	2%	\$1,362,163
Lafayette	\$728,798	23%	500,798	16%	\$920,000	29%	\$808,636	25%	\$281,122	8%	\$3,219,354
Muncie	\$304,984	8%	364,462	10%	\$1,018,215	28%	\$1,923,899	52%	\$89,175	2%	\$3,700,735
Southern Indiana	\$88,009	9%	88,241	9%	\$407,342	40%	\$441,804	43%	\$0	0%	\$1,025,396
Terre Haute	\$141,419	12%	449,257	38%	\$266,630	23%	\$315,580	27%	\$4,467	0%	\$1,177,353
SUBTOTAL	\$2,724,195	16%	3,238,200	19%	\$4,689,201	28%	\$5,904,147	35%	\$486,360	3%	\$17,042,103
GROUP 3 - Small Fixed Route											
Bedford	\$17,325	6%	116,799	41%	\$85,196	30%	\$67,871	24%	\$0	0%	\$287,191
Columbus	\$40,162	6%	280,125	42%	\$190,032	29%	\$149,870	23%	\$0	0%	\$660,189
East Chicago	\$0	0%	200,577	34%	\$197,008	33%	\$197,009	33%	\$0	0%	\$594,594
LaPorte	\$67,278	14%	\$188,757	40%	\$120,419	26%	\$78,019	17%	\$12,398	3%	\$466,871
Marion	\$32,550	6%	251,050	47%	\$141,800	26%	\$109,251	20%	\$2,685	0%	\$537,336
Michigan City	\$70,528	11%	\$282,500	43%	\$186,200	28%	\$117,531	18%	\$0	0%	\$656,759
New Castle	\$14,573	6%	106,918	46%	\$89,927	26%	\$46,991	20%	\$1,584	1%	\$229,993
Richmond	\$177,637	24%	\$268,714	37%	\$228,448	31%	\$40,269	6%	\$16,887	2%	\$731,955
Washington	\$5,940	10%	24,591	43%	\$16,530	29%	\$8,063	14%	\$2,529	4%	\$57,653
SUBTOTAL	\$425,993	10%	\$1,720,031	41%	\$1,225,560	29%	\$814,874	19%	\$36,083	1%	\$4,222,541
GROUP 4 - Demand Response and County											
Elkhart	\$340,353	46%	202,003	27%	\$192,759	26%	\$12,394	2%	\$0	0%	\$747,509
Franklin	\$34,987	17%	\$69,070	34%	\$0	0%	\$96,938	48%	\$82	0%	\$201,077
Goshen	\$52,376	46%	30,201	26%	\$28,420	26%	\$2,886	3%	\$0	0%	\$114,883
Huntingburg	\$2,840	7%	\$19,970	47%	\$0	0%	\$19,970	47%	\$0	0%	\$42,780
KIRPC	\$221,563	26%	309,878	36%	\$215,412	25%	\$94,466	11%	\$12,427	1%	\$853,746
Kokomo	\$139,821	24%	\$247,711	43%	\$0	0%	\$194,957	33%	\$0	0%	\$582,489
Kosciusko County	\$61,576	9%	290,388	44%	\$148,689	23%	\$141,699	22%	\$13,485	2%	\$655,837
LCEOC	\$234,350	17%	\$249,859	18%	\$485,308	35%	\$426,126	31%	\$0	0%	\$1,395,643
Madison County	\$50,589	25%	\$29,866	37%	\$62,264	31%	\$11,675	6%	\$0	0%	\$198,467
Mitchell	\$9,519	14%	190,525	45%	\$92,131	22%	\$10,174	15%	\$0	0%	\$89,251
Monroe County	\$45,223	11%	\$6,289	33%	\$0	0%	\$98,393	23%	\$0	0%	\$426,272
Plymouth	\$6,215	33%	32,347	40%	\$0	0%	\$36,606	33%	\$0	0%	\$18,793
Seymour	\$12,497	15%	\$176,978	24%	\$183,514	24%	\$346,682	46%	\$0	0%	\$81,450
Trade Winds	\$45,881	6%	\$55,299	45%	\$24,687	20%	\$33,115	27%	\$0	0%	\$753,055
Union County	\$11,027	9%	\$37,574	46%	\$0	0%	\$37,574	46%	\$0	0%	\$124,128
Waveland	\$7,159	9%	\$2,021,897	32%	\$1,453,876	23%	\$1,569,944	25%	\$25,994	0%	\$82,307
SUBTOTAL	\$1,275,976	20%	\$2,021,897	32%	\$1,453,876	23%	\$1,569,944	25%	\$25,994	0%	\$6,347,687
TOTAL	\$26,751,643	29%	\$13,762,382	15%	\$21,008,053	23%	\$28,876,281	31%	\$2,321,893	3%	\$92,720,252

SECTION TWO

INDIVIDUAL TRANSIT SYSTEM STATISTICS

City of Anderson Transit System

530 Baxter Road
Anderson, IN 46011
(765) 648-6163

CONTACT: Steve E. Sievers, Transit Planner

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Anderson City Limits
Service Population: 59,549

SERVICE HOURS

Weekday: 6:00 am - 7:00 pm
Saturday: 9:00 am - 4:00 pm
Sunday: No Service
Holidays Without Service: 9

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	17	6
Maintenance:	5	0
Administration:	2	1
Total:	31	7

FARE STRUCTURE

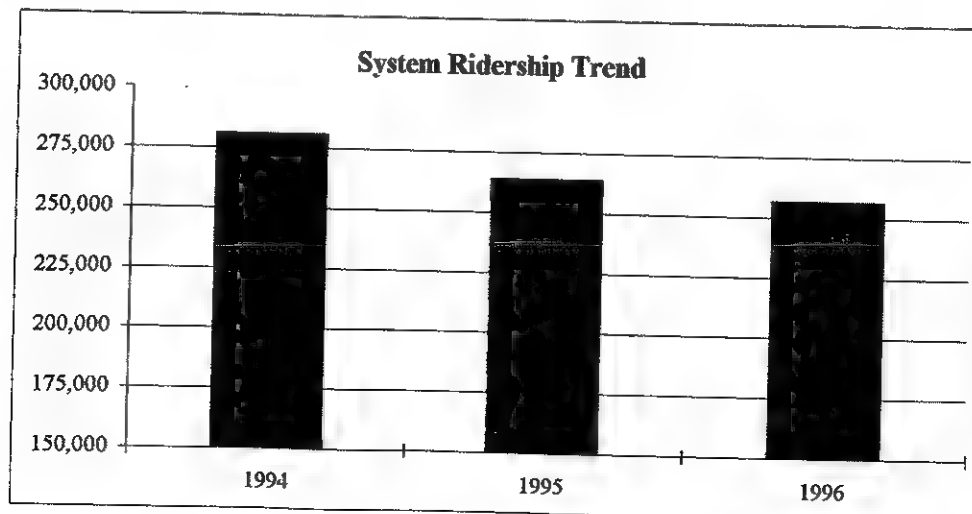
Express: N/A
Base: 0.50
Youth: 0.50
Elderly/Disabled: 0.25
Transfer: Free
Other/Special: Pass \$18.00/Month; Shop and Ride Pass: 1 ride free with purchase
Nifty-lift Demand Response \$1.00/Ride; Preschool free

OPERATION CHARACTERISTICS

Revenue Vehicles: 12
Peak Hour Fleet: 10
Base Fleet: 10
Road Calls: 75
Fuel Consumption: 53,166

RIDERSHIP TREND

1994	280,684
1995	263,824
1996	256,492



GROUP: 2

Anderson

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$563,051
Other Salaries/Wages:	\$271,944
Fringe:	\$339,094
Services:	\$53,785
Materials and Supplies:	\$119,169
Utilities:	\$22,348
Casualty/Liability:	\$55,927
Purchased Transportation:	\$0
Other:	\$4,424
TOTAL:	\$1,429,742

Revenue Summary

Fare Revenue:	\$92,126
Charter/Other:	\$12,878
Contra & Other Fed./State:	\$18,461
Local Assistance:	\$667,989
State Assistance:	\$390,652
Federal Assistance:	\$247,636
TOTAL:	\$1,429,742

Capital Grant Awards

Local:	\$27,000
State PMTF:	\$0
Federal:	\$108,000
TOTAL:	\$135,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	256,492
Total Vehicle Miles:	368,524
Revenue Vehicle Miles:	359,694

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.88
Operating Expense Per Passenger Trip:	\$5.57
Passenger Trips Per Total Vehicle Mile:	0.70
Passenger Trips Per Capita:	4.31

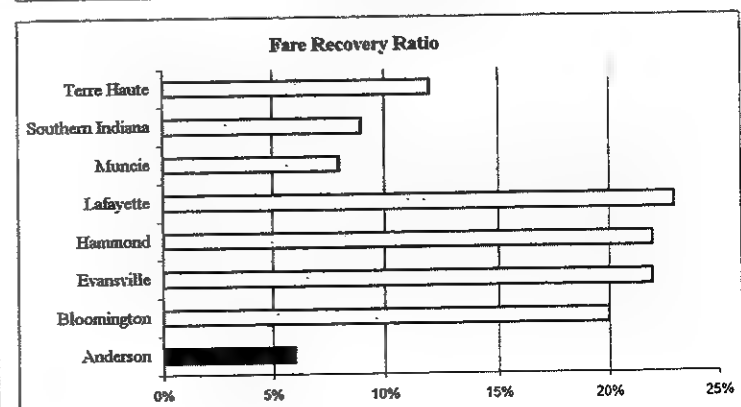
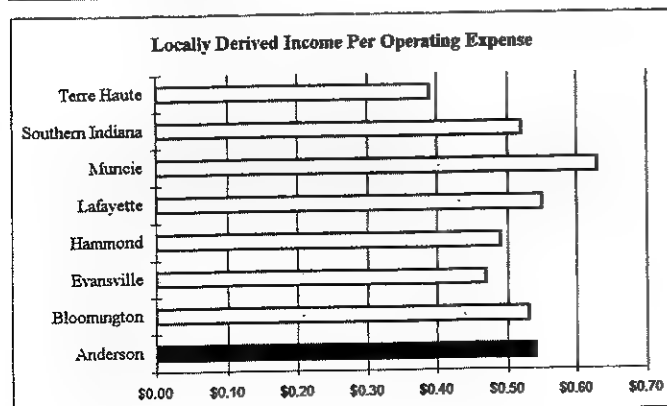
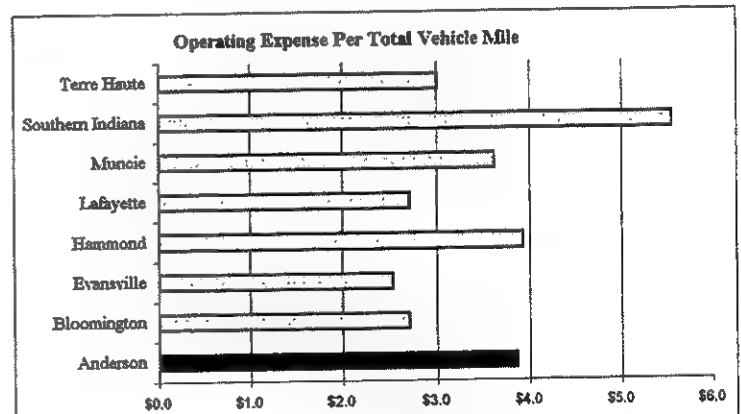
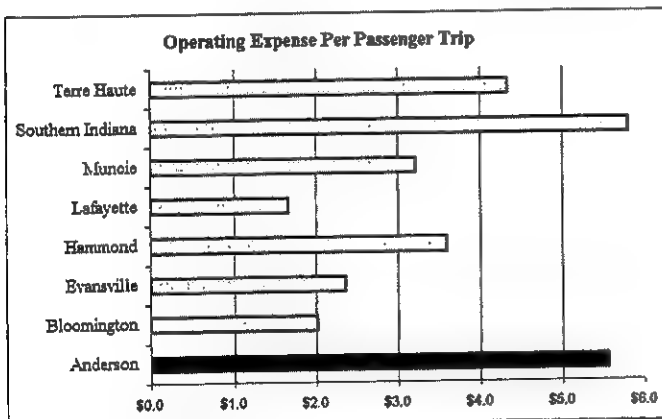
Financial Performance

Operating Subsidy:	\$1,306,277
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$772,993
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

 City of Anderson Transit System

 Peer Group Members



Transit Authority of Stone City

1102 16th Street
Bedford, IN 47421
(812) 275-1631

CONTACT: Myra Wilson, Office Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Bedford City Limits
Service Population: 13,817

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
Saturday: 10:00 am - 4:00 pm
Sunday: No service
Holidays Without Service: 10

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	3	2
Maintenance:	0	1
Administration:	<u>0</u>	<u>2</u>
Total:	3	5

FARE STRUCTURE

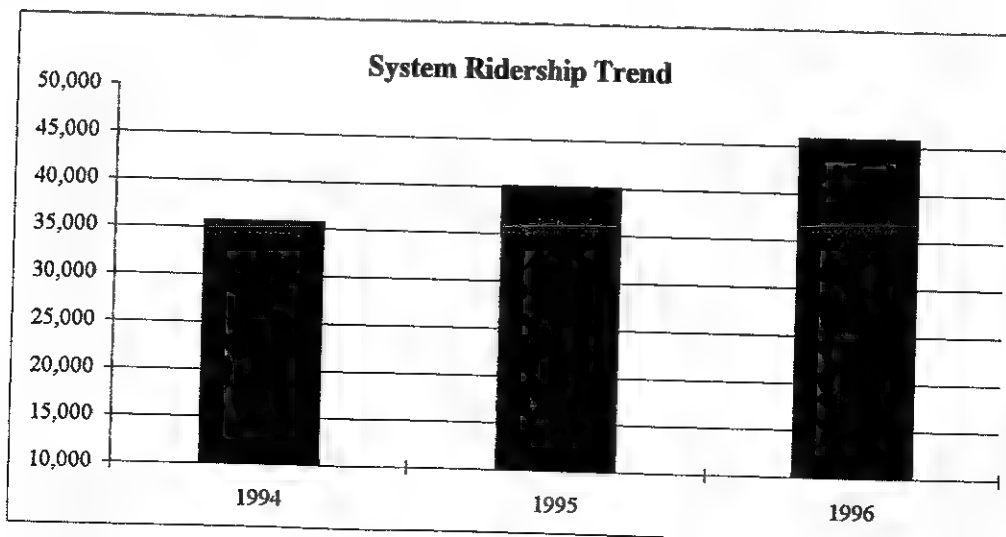
Express: N/A
Base: 0.75
Youth: 0.75
Elderly/Disabled: 0.50
Transfer: Free
Other/Special: Token \$6.00/10 Rides
Token for Elderly \$4.00/10 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 3
Peak Hour Fleet: 2
Base Fleet: 2
Road Calls: 3
Fuel Consumption: 7,907

RIDERSHIP TREND

1994	35,682
1995	40,004
1996	45,787



GROUP: 3

Bedford

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$126,499
Other Salaries/Wages:	\$59,260
Fringe:	\$57,959
Services:	\$7,725
Materials and Supplies:	\$15,500
Utilities:	\$5,443
Casualty/Liability:	\$8,704
Purchased Transportation:	\$0
Other:	\$6,100
TOTAL:	\$287,190

Revenue Summary

Fare Revenue:	\$17,325
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$67,871
State Assistance:	\$85,196
Federal Assistance:	\$116,799
TOTAL:	\$287,191

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	45,787
Total Vehicle Miles:	63,969
Revenue Vehicle Miles:	63,789

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.49
Operating Expense Per Passenger Trip:	\$6.27
Passenger Trips Per Total Vehicle Mile:	0.72
Passenger Trips Per Capita:	3.31

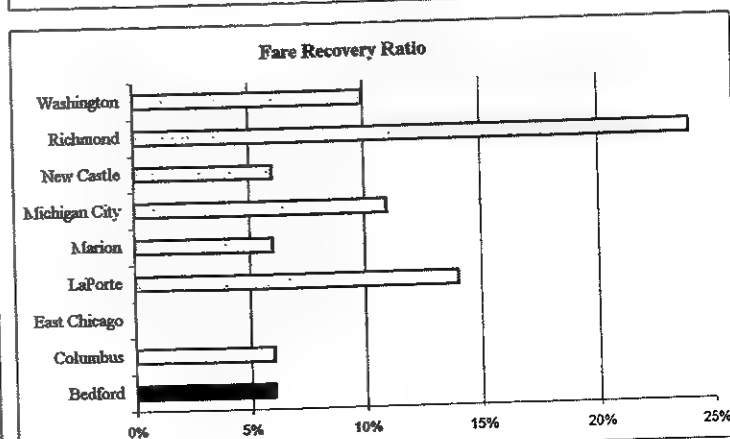
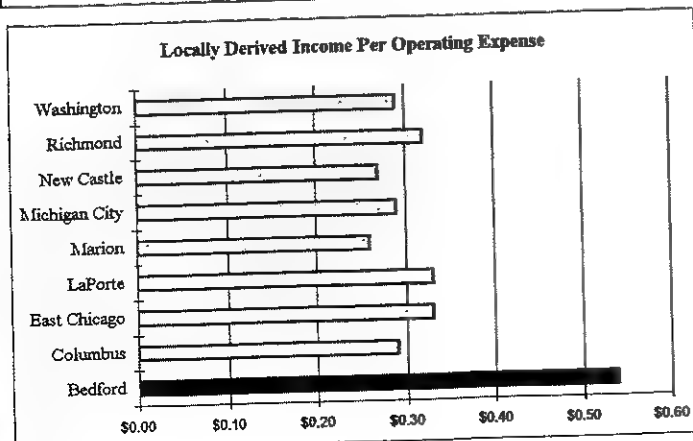
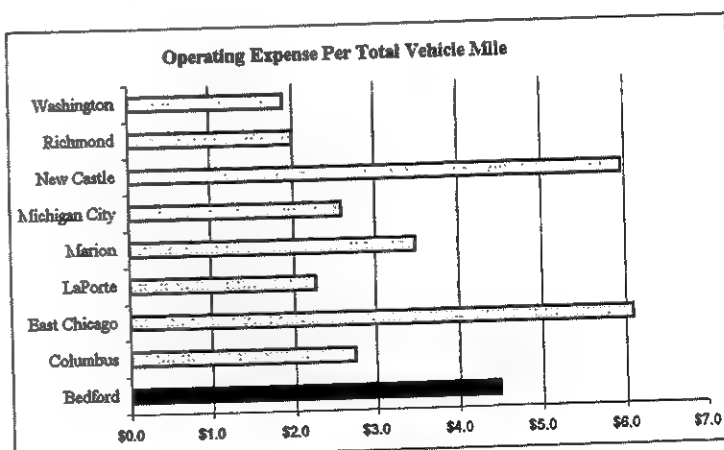
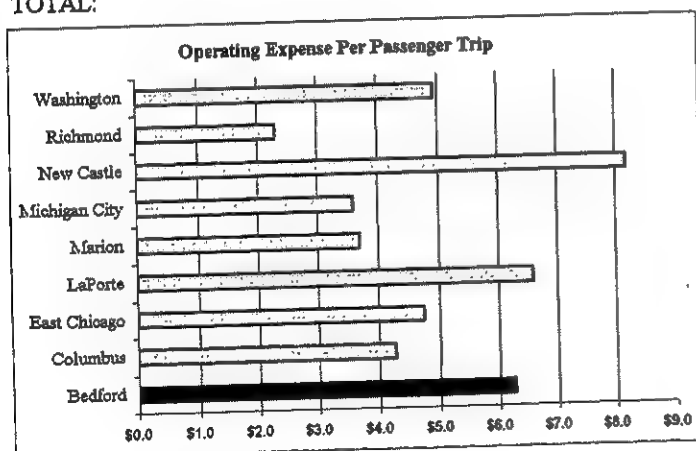
Financial Performance

Operating Subsidy:	\$269,866
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$85,196
Locally Derived Income Per Operating Expense:	\$0.30
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

Transit Authority of Stone City

Peer Group Members



Bloomington Public Transportation Corporation

130 West Grimes Lane
Bloomington, IN 47403
(812) 332-5688

CONTACT: David Gionet, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Bloomington Metropolitan Area
Service Population: 60,633

SERVICE HOURS

Weekday: 6:10 am - 11:30 pm
Saturday: 7:35 am - 6:45 pm
Sunday: No service
Holidays Without Service: 5

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	23	13
Maintenance:	5	1
Administration:	5	2
Total:	33	16

FARE STRUCTURE

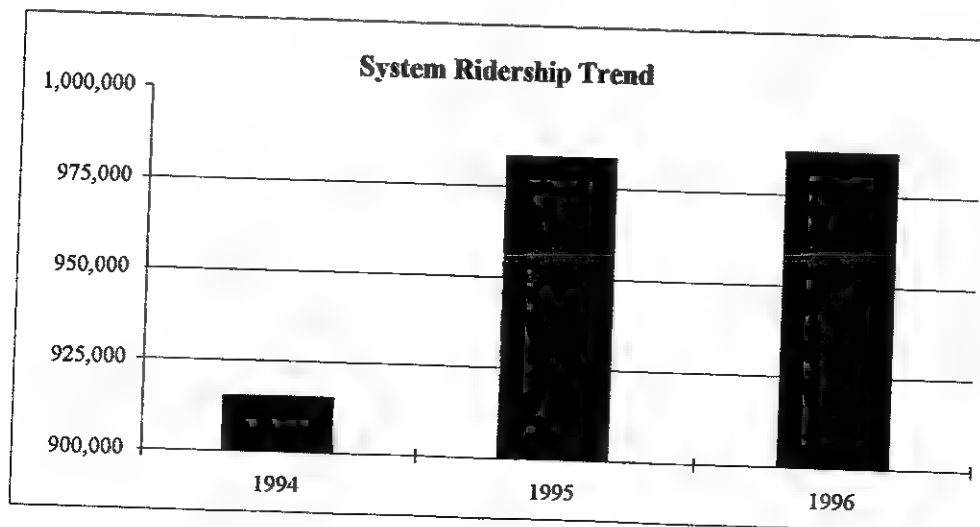
Express: N/A
Base: \$0.75
Youth: \$0.35
Elderly/Disabled: \$0.35
Transfer: Free
Other/Special: Pass \$25.00/Month, \$82.00/Semester; Disabled Pass \$12.00/Month
Discount Tickets \$10.00/25 Rides; Youth, E&H Tickets \$5.00/25 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 24
Peak Hour Fleet: 20
Base Fleet: 16
Road Calls: 96
Fuel Consumption: 159,140

RIDERSHIP TREND

1994	915,254
1995	983,282
1996	986,734



GROUP: 2

Bloomington

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$653,658
Other Salaries/Wages:	\$250,992
Fringe:	\$178,905
Services:	\$205,002
Materials and Supplies:	\$269,608
Utilities:	\$30,543
Casualty/Liability:	\$99,745
Purchased Transportation:	\$282,907
Other:	\$14,033
TOTAL:	\$1,985,393

Revenue Summary

Fare Revenue:	\$388,749
Charter/Other:	\$12,318
Contra & Other Fed./State:	\$0
Local Assistance:	\$641,683
State Assistance:	\$573,106
Federal Assistance:	\$369,537
TOTAL:	\$1,985,393

Capital Grant Awards

Local:	\$122,277
State PMTF:	\$0
Federal:	\$489,108
TOTAL:	\$611,385

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	986,734
Total Vehicle Miles:	732,543
Revenue Vehicle Miles:	649,467

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.71
Operating Expense Per Passenger Trip:	\$2.01
Passenger Trips Per Total Vehicle Mile:	1.35
Passenger Trips Per Capita:	16.27

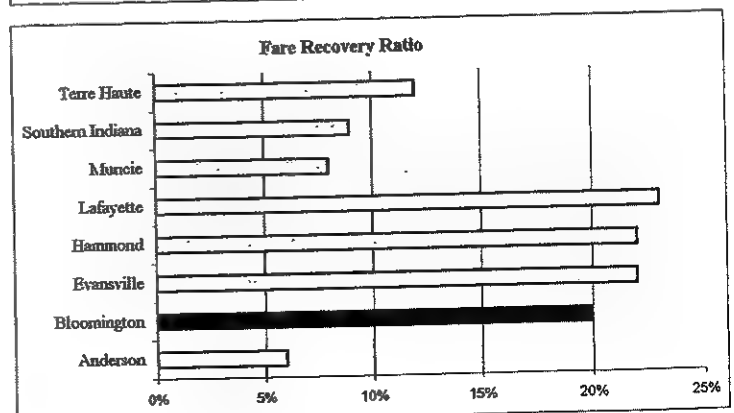
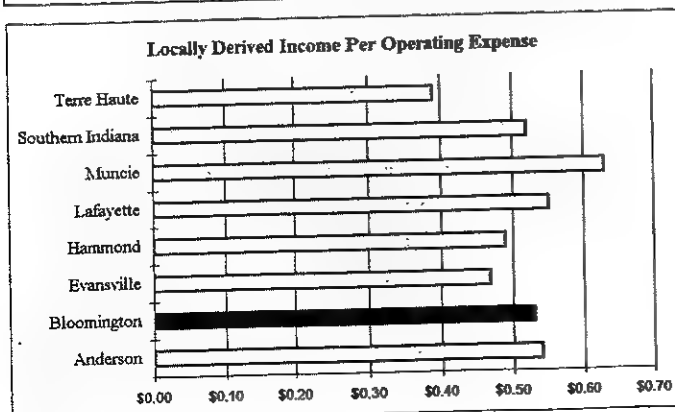
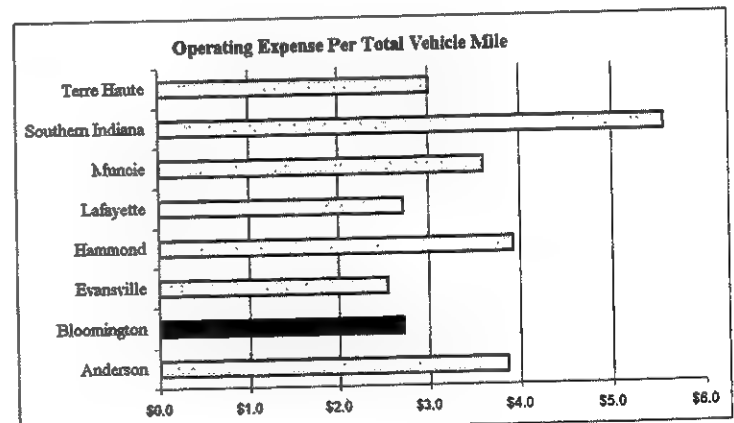
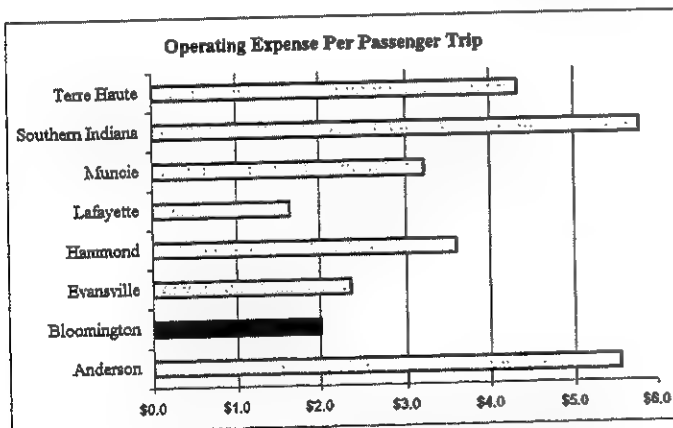
Financial Performance

Operating Subsidy:	\$1,584,326
Operating Subsidy Ratio:	80%
Locally Derived Income:	\$1,042,750
Locally Derived Income Per Operating Expense:	\$0.53
Fare Recovery Ratio:	20%

PEER GROUP PERFORMANCE COMPOSITE

 Bloomington Public Transportation Corporation

 Peer Group Members



Columbus Transit

2250 Kreutzer Dr.
Columbus, IN 47201
(812) 376-2506

CONTACT: Sue A. Chapple, Transit Coordinator

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Columbus City Limits
Service Population: 31,802

SERVICE HOURS

Weekday: 6:00 am - 7:00 pm
Saturday: 7:00 am - 7:00 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	12	6
Maintenance:	1	0
Administration:	2	0
Total:	15	6

FARE STRUCTURE

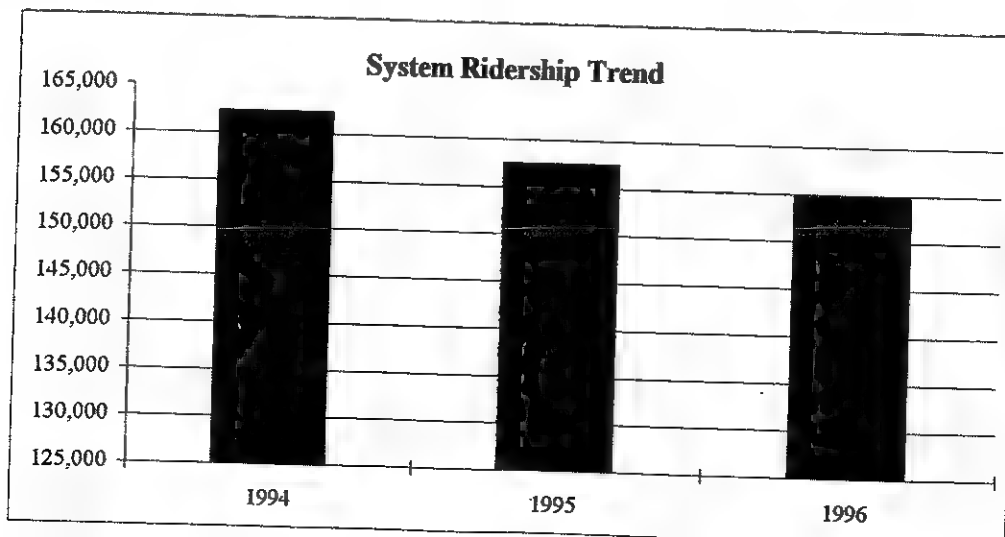
Express: N/A
Base: 0.25
Youth: 0.25
Elderly/Disabled: 0.25
Transfer: N/A
Other/Special: Dial-A-Bus; E&H \$.50/Ride

OPERATION CHARACTERISTICS

Revenue Vehicles: 8
Peak Hour Fleet: 6
Base Fleet: 5
Road Calls: 9
Fuel Consumption: 35,852

RIDERSHIP TREND

1994	162,271
1995	157,485
1996	154,676



GROUP: 3

Columbus

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$386,970
Other Salaries/Wages:	\$0
Fringe:	\$130,240
Services:	\$24,361
Materials and Supplies:	\$90,195
Utilities:	\$11,601
Casualty/Liability:	\$6,000
Purchased Transportation:	\$0
Other:	\$10,824
TOTAL:	\$660,190

Revenue Summary

Fare Revenue:	\$40,162
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$149,870
State Assistance:	\$190,032
Federal Assistance:	\$280,125
TOTAL:	\$660,190

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	154,676
Total Vehicle Miles:	239,977
Revenue Vehicle Miles:	237,331

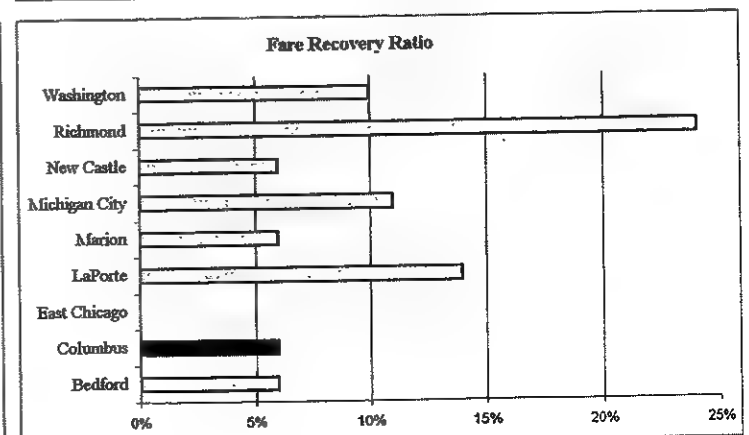
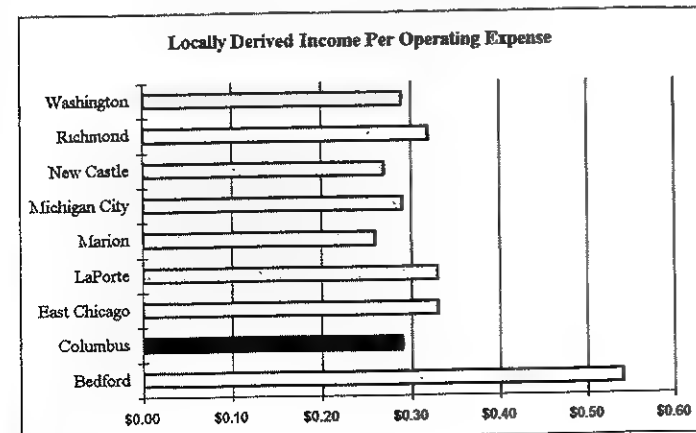
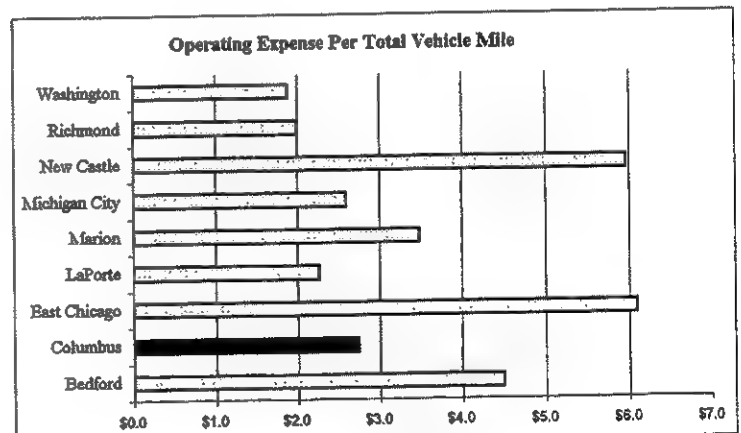
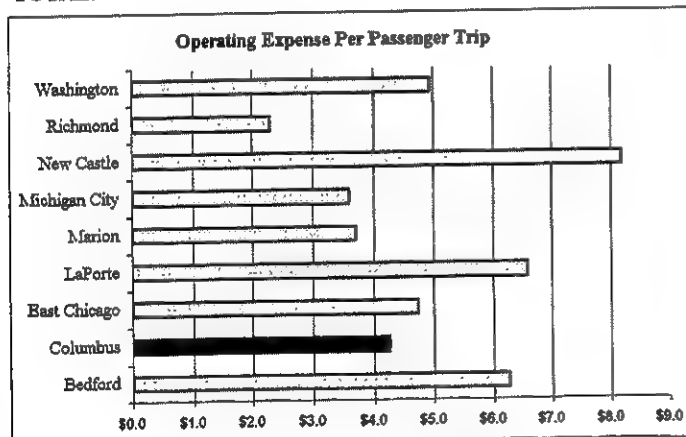
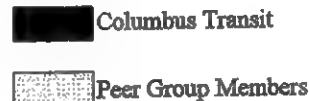
Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.75
Operating Expense Per Passenger Trip:	\$4.27
Passenger Trips Per Total Vehicle Mile:	0.64
Passenger Trips Per Capita:	4.86

Financial Performance

Operating Subsidy:	\$620,028
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$190,032
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE



East Chicago Public Transit

5400 Cline Avenue
East Chicago, IN 46312
(219) 391-8465

CONTACT: Marina Miklusk, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route
Service Area: East Chicago City Limits
Service Population: 33,892

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
Saturday: 10:00 am - 4:00 pm
Sunday: No Service
Holidays Without Service: 12

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	11	0
Maintenance:	2	0
Administration:	4	0
Total:	17	0

FARE STRUCTURE

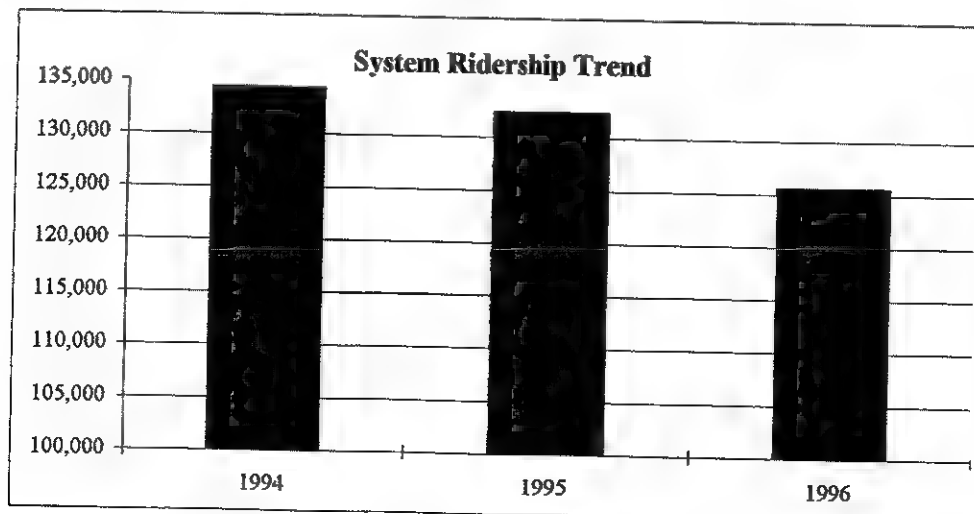
Express: N/A
Base: FREE
Youth: FREE
Elderly/Disabled: FREE
Transfer: FREE
Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 8
Peak Hour Fleet: 3
Base Fleet: 3
Road Calls: 21
Fuel Consumption: 24,982

RIDERSHIP TREND

1994	134,326
1995	132,390
1996	125,572



GROUP: 3

East Chicago

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$134,301
Other Salaries/Wages:	\$170,298
Fringe:	\$127,388
Services:	\$27,147
Materials and Supplies:	\$103,929
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$0
Other:	\$31,531
TOTAL:	\$594,594

Revenue Summary

Fare Revenue:	\$0
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$197,009
State Assistance:	\$197,008
Federal Assistance:	\$200,577
TOTAL:	\$594,594

Capital Grant Awards

Local:	\$59,000
State PMTF:	\$59,000
Federal:	\$0
TOTAL:	\$118,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	125,572
Total Vehicle Miles:	97,412
Revenue Vehicle Miles:	84,102

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$6.10
Operating Expense Per Passenger Trip:	\$4.74
Passenger Trips Per Total Vehicle Mile:	1.29
Passenger Trips Per Capita:	3.71

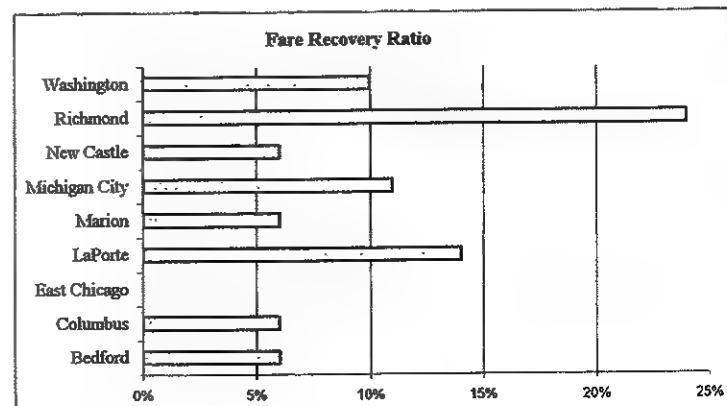
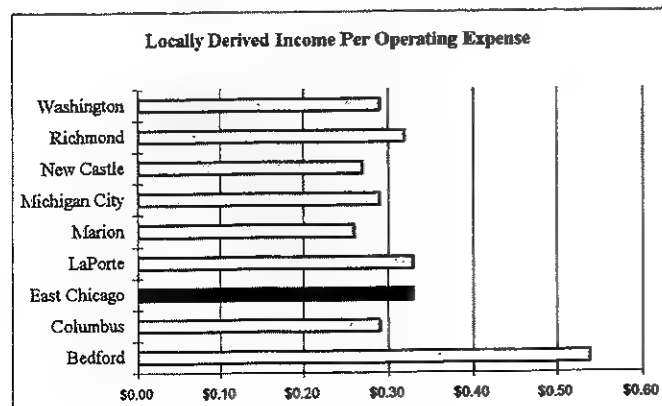
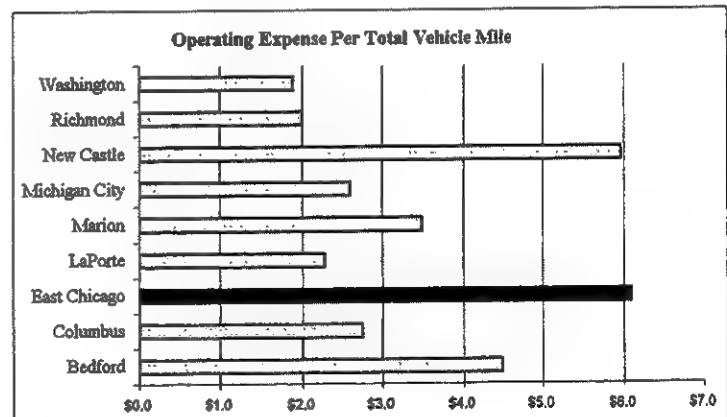
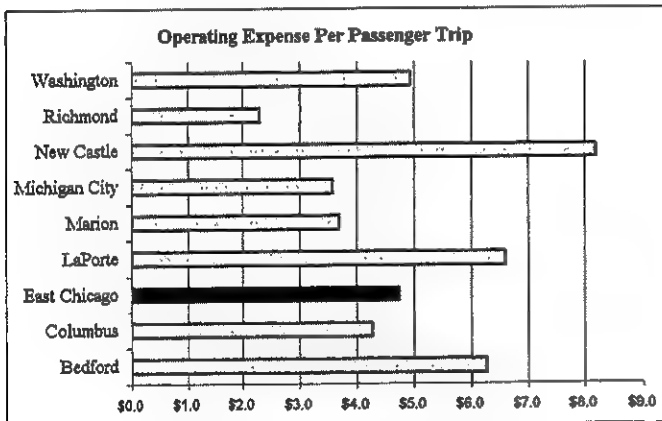
Financial Performance

Operating Subsidy:	\$594,594
Operating Subsidy Ratio:	100%
Locally Derived Income:	\$197,009
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	0%

PEER GROUP PERFORMANCE COMPOSITE

East Chicago Public Transit

Peer Group Members



Heart City Rider

1120 County-City Building
South Bend, IN 46601
(219) 287-1829

CONTACT: Sandra Seanor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response/User-Side Subsidy
Service Area: City of Elkhart
Service Population: 43,627

SERVICE HOURS

Weekday: 12:00 am - 12:00 am
Saturday: 12:00 am - 12:00 am
Sunday: 12:00 am - 12:00 am
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	54	5
Maintenance:	3	2
Administration:	<u>9</u>	<u>3</u>
Total:	66	10

FARE STRUCTURE

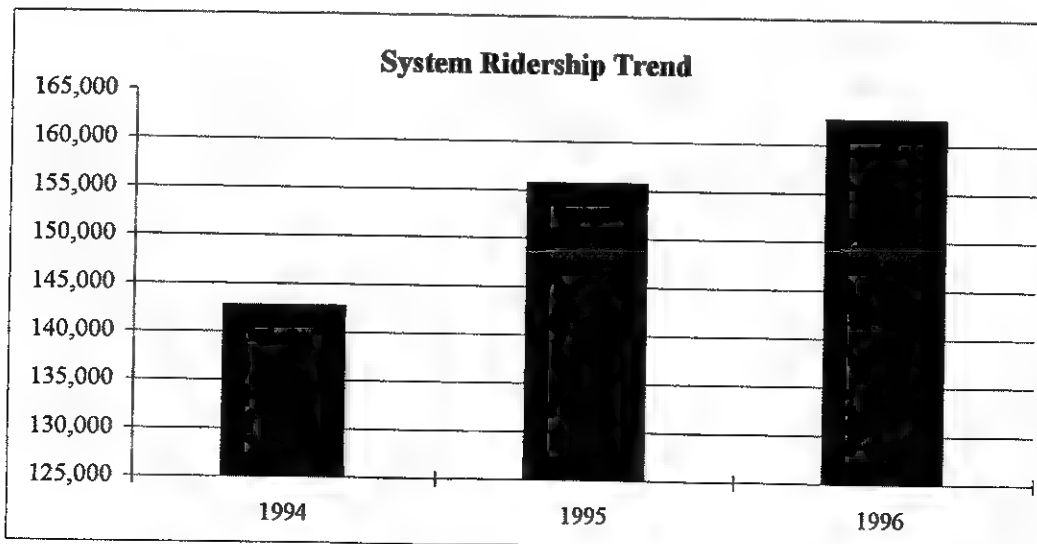
Express: N/A
Base: 2.60
Youth: 2.60
Elderly/Disabled: 1.30
Transfer: N/A
Other/Special: Disabled fare \$7.00 for first three miles

OPERATION CHARACTERISTICS

Revenue Vehicles: 29
Peak Hour Fleet: 29
Base Fleet: 29
Road Calls: 0
Fuel Consumption: 28,991

RIDERSHIP TREND

1994	142,735
1995	155,741
1996	162,585



GROUP: 4

Elkhart

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$48,756
Fringe:	\$16,643
Services:	\$0
Materials and Supplies:	\$2,794
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$668,639
Other:	\$10,678
TOTAL:	\$747,510

Revenue Summary

Fare Revenue:	\$340,353
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$12,394
State Assistance:	\$192,759
Federal Assistance:	\$202,003
TOTAL:	\$747,510

Capital Grant Awards

Local:	\$1,225
State PMTF:	\$1,225
Federal:	\$9,800
TOTAL:	\$12,250

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	162,585
Total Vehicle Miles:	318,884
Revenue Vehicle Miles:	318,884

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.34
Operating Expense Per Passenger Trip:	\$4.60
Passenger Trips Per Total Vehicle Mile:	0.51
Passenger Trips Per Capita:	3.73

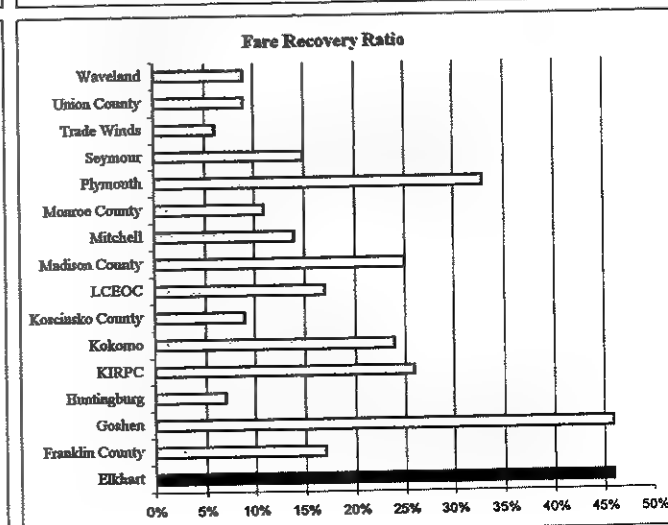
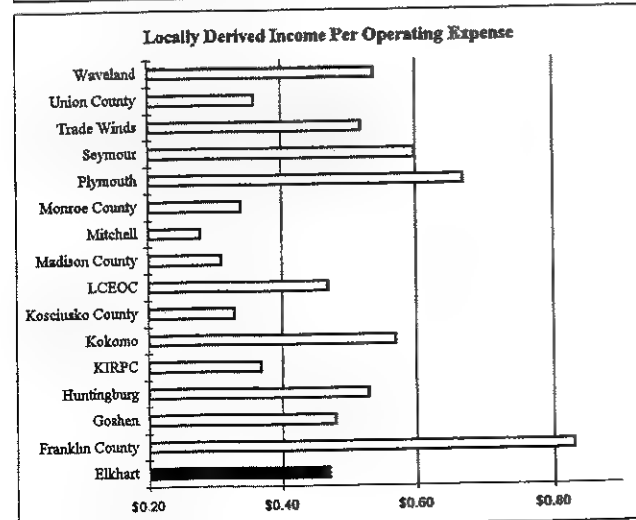
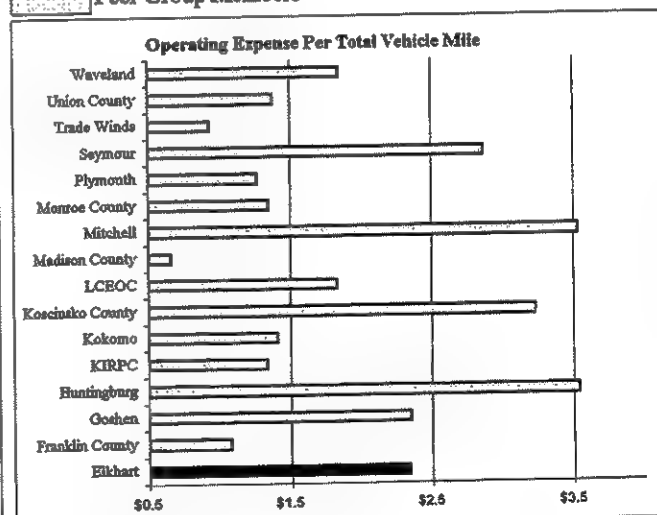
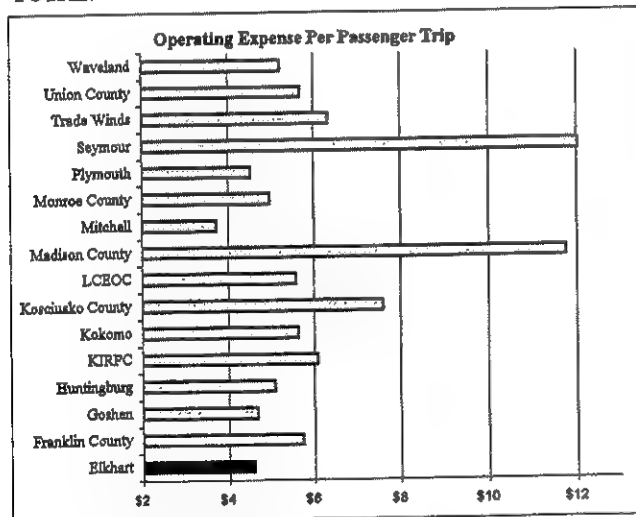
Financial Performance

Operating Subsidy:	\$407,157
Operating Subsidy Ratio:	54%
Locally Derived Income:	\$352,747
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	46%

PEER GROUP PERFORMANCE COMPOSITE

Heart City Rider

Peer Group Members



Metropolitan Evansville Transit System

601 John Street
Evansville, IN 47713
(812) 423-4856

CONTACT: John A. Connell, Transit Director

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Evansville Metropolitan Area
Service Population: 126,272

SERVICE HOURS

Weekday: 5:45 am - 6:20 pm
Saturday: 5:45 am - 6:05 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	48	6
Maintenance:	8	5
Administration:	2	1
Total:	65	12

FARE STRUCTURE

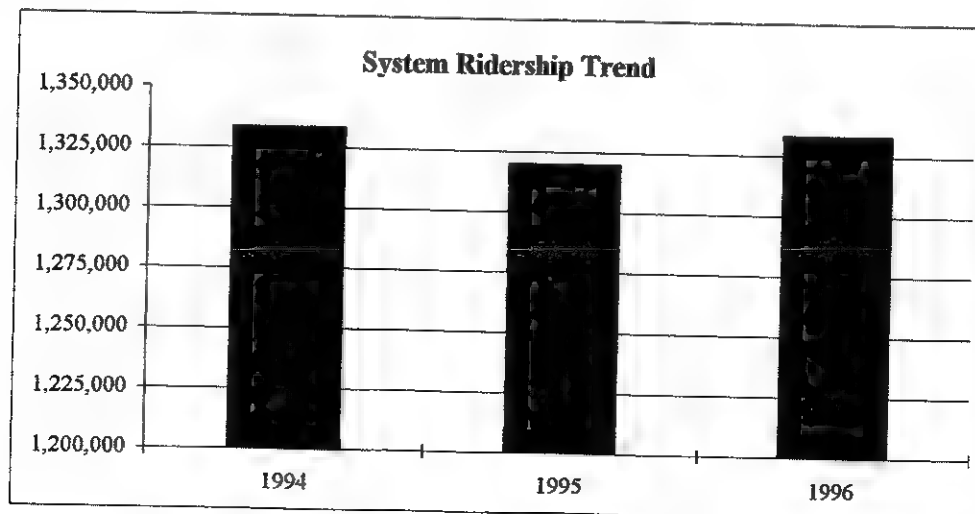
Express: N/A
Base: 0.75
Youth: 0.50
Elderly/Disabled: 0.35
Transfer: 0.10
Other/Special: Token \$0.65/Ride; E & D \$0.35/Ride; METS Mobility \$1.50/Ride
Student Ticket \$0.50/Ride; Trolley Fare \$0.25; Pass \$7.50/10 Rides; E&D Pas

OPERATION CHARACTERISTICS

Revenue Vehicles: 40
Peak Hour Fleet: 34
Base Fleet: 30
Road Calls: 272
Fuel Consumption: 252,101

RIDERSHIP TREND

1994	1,333,554
1995	1,319,862
1996	1,333,289



GROUP: 2

Evansville

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,285,024
Other Salaries/Wages:	\$496,425
Fringe:	\$675,473
Services:	\$61,577
Materials and Supplies:	\$514,498
Utilities:	\$43,989
Casualty/Liability:	\$56,694
Purchased Transportation:	\$0
Other:	\$8,287
TOTAL:	\$3,141,967

Revenue Summary

Fare Revenue:	\$680,398
Charter/Other:	\$46,711
Contra & Other Fed./State:	\$14,839
Local Assistance:	\$760,147
State Assistance:	\$725,065
Federal Assistance:	\$914,807
TOTAL:	\$3,141,967

Capital Grant Awards

Local:	\$359,425
State PMTF:	\$59,574
Federal:	\$1,676,000
TOTAL:	\$2,094,999

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,333,289
Total Vehicle Miles:	1,236,303
Revenue Vehicle Miles:	1,196,566

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.54
Operating Expense Per Passenger Trip:	\$2.36
Passenger Trips Per Total Vehicle Mile:	1.08
Passenger Trips Per Capita:	10.56

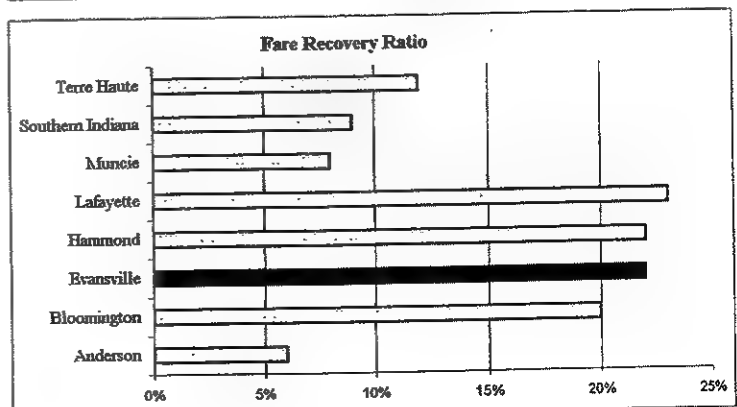
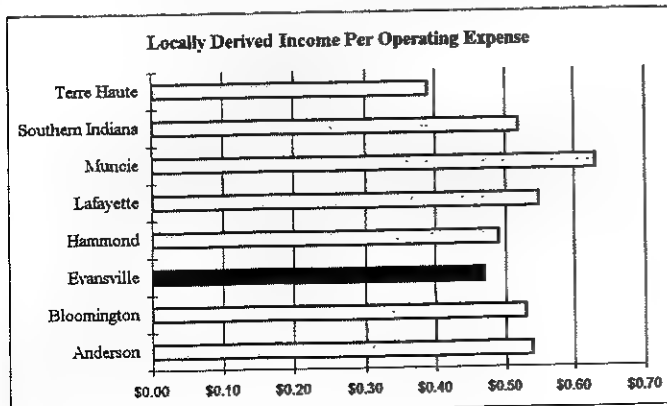
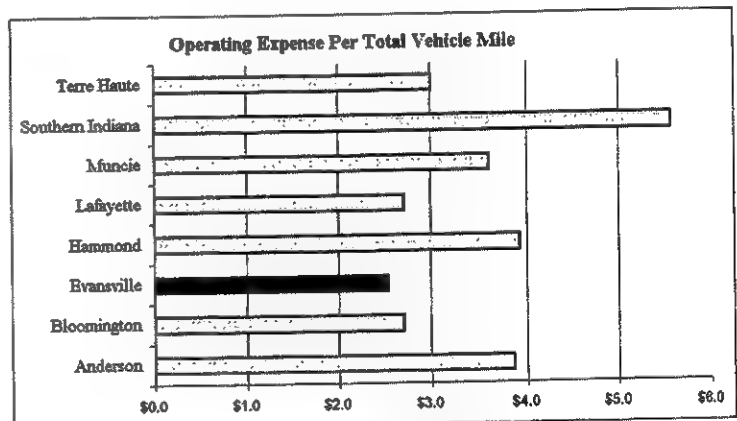
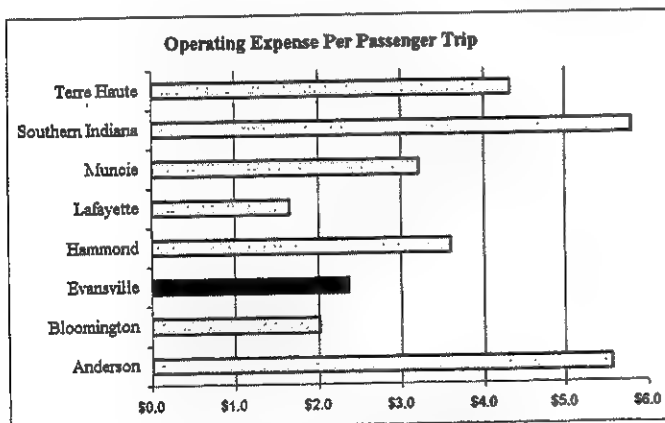
Financial Performance

Operating Subsidy:	\$2,400,019
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$1,487,256
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	22%

PEER GROUP PERFORMANCE COMPOSITE

Metropolitan Evansville Transit System

Peer Group Members



Fort Wayne Public Transportation Corporation

801 Leesburg Road
Fort Wayne, IN 46808
(219) 432-4977

CONTACT: Robert E. Morton, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Fort Wayne Metropolitan Area
Service Population: 186,280

SERVICE HOURS

Weekday: 5:15 am - 8:30 pm
Saturday: 8:00 am - 6:30 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	55	0
Maintenance:	15	3
Administration:	14	4
Total:	84	7

FARE STRUCTURE

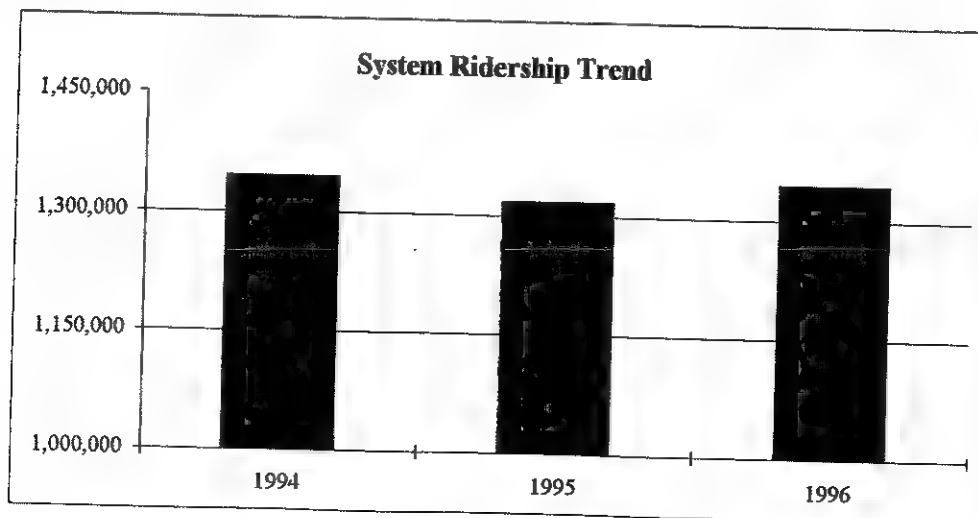
Express: N/A
Base: 1.00
Youth: 0.75
Elderly/Disabled: 0.50
Transfer: Free
Other/Special: Pass \$45.00/Month; E&H \$22.00/Month
Card \$10.00/10 Rides; E&H \$5.00/10 Rides; Youth \$7.50/10 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 65
Peak Hour Fleet: 25
Base Fleet: 25
Road Calls: 288
Fuel Consumption: 293,286

RIDERSHIP TREND

1994	1,345,115
1995	1,317,130
1996	1,344,469



GROUP: 1

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,682,351
Other Salaries/Wages:	\$959,350
Fringe:	\$1,848,560
Services:	\$168,335
Materials and Supplies:	\$601,284
Utilities:	\$78,210
Casualty/Liability:	\$222,828
Purchased Transportation:	\$0
Other:	\$100,353
TOTAL:	\$5,661,271

Revenue Summary

Fare Revenue:	\$808,561
Charter/Other:	\$365,127
Contra & Other Fed./State:	\$81,183
Local Assistance:	\$2,469,555
State Assistance:	\$1,436,398
Federal Assistance:	\$500,447
TOTAL:	\$5,661,271

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,344,469
Total Vehicle Miles:	1,161,258
Revenue Vehicle Miles:	1,073,180

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$4.88
Operating Expense Per Passenger Trip:	\$4.21
Passenger Trips Per Total Vehicle Mile:	1.16
Passenger Trips Per Capita:	7.22

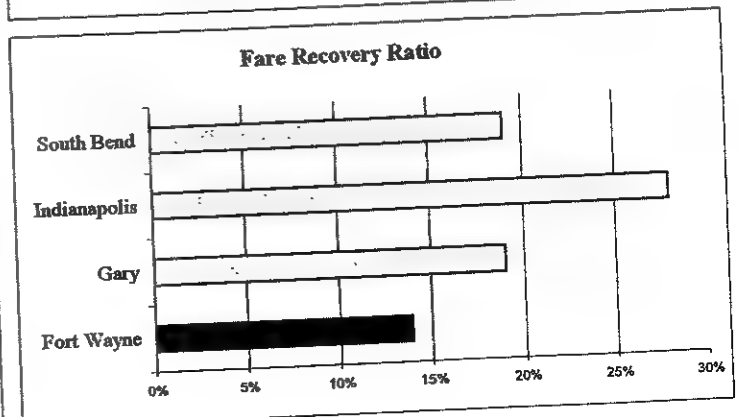
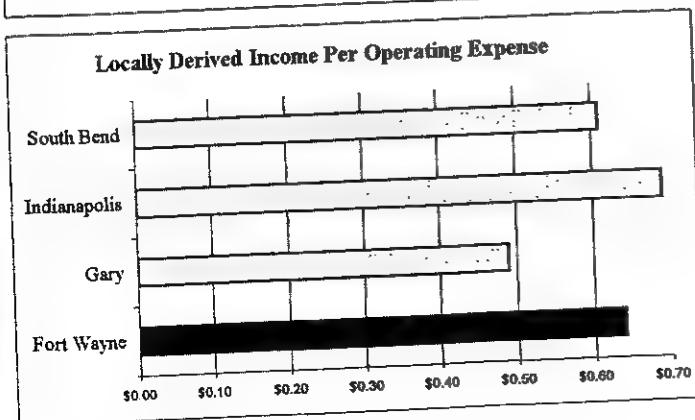
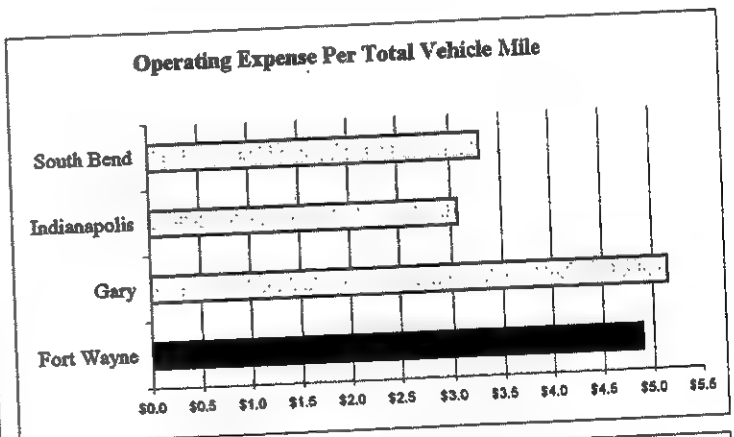
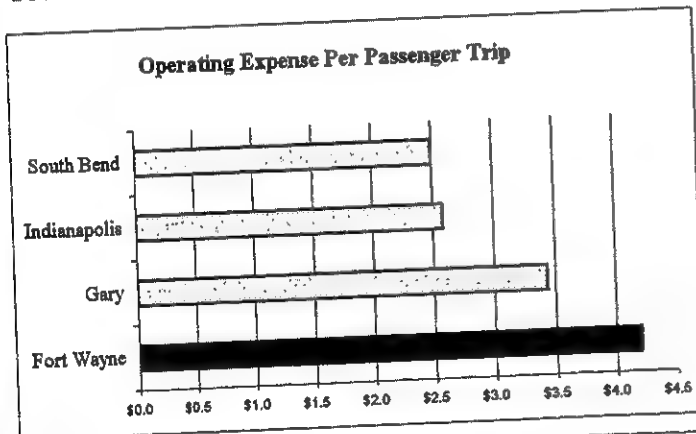
Financial Performance

Operating Subsidy:	\$4,406,400
Operating Subsidy Ratio:	78%
Locally Derived Income:	\$3,643,243
Locally Derived Income Per Operating Expense:	\$0.64
Fare Recovery Ratio:	14%

PEER GROUP PERFORMANCE COMPOSITE

Fort Wayne Public Transportation Corporation

Peer Group Members



Franklin County Public Transportation

11146 County Park Rd.
Brookville, IN 47012
(765) 647-3509

CONTACT: Catherine Pelsor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Franklin County
Service Population: 19,580

SERVICE HOURS

Weekday: 6:00 am - 5:00 pm
Saturday: Medical Trips Only
Sunday: No Service
Holidays Without Service: 9

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	5	3
Maintenance:	0	1
Administration:	<u>3</u>	<u>0</u>
Total:	8	4

FARE STRUCTURE

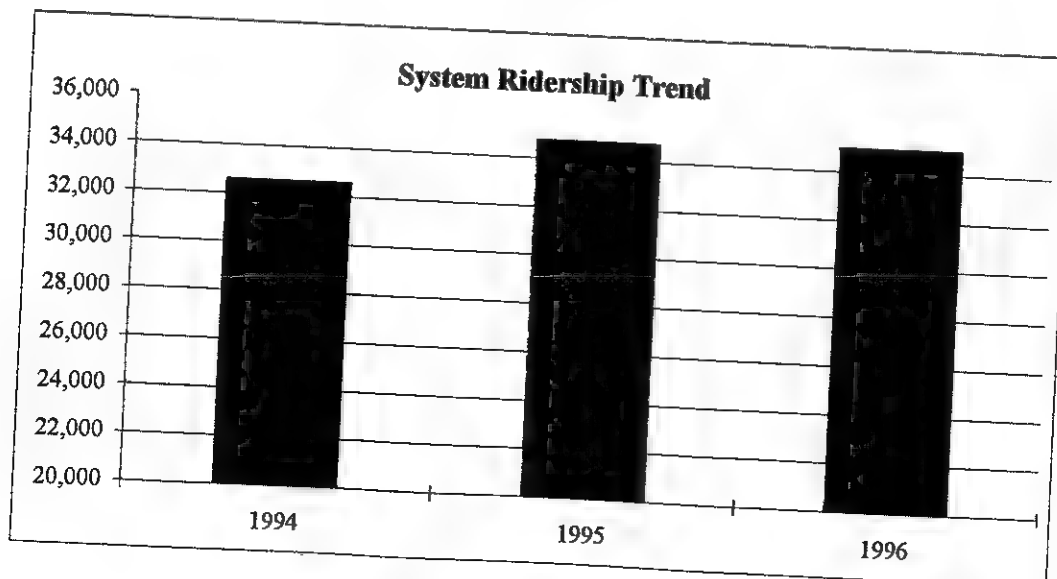
Express: N/A
Base: 2.00
Youth: N/A
Elderly/Disabled: Donation
Transfer: N/A
Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 9
Peak Hour Fleet: 6
Base Fleet: 4
Road Calls: 3
Fuel Consumption: 11,820

RIDERSHIP TREND

1994	32,556
1995	34,743
1996	34,981



GROUP: 4

Franklin County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$83,264
Other Salaries/Wages:	\$59,062
Fringe:	\$15,308
Services:	\$4,671
Materials and Supplies:	\$22,711
Utilities:	\$5,583
Casualty/Liability:	\$3,281
Purchased Transportation:	\$0
Other:	\$7,197
TOTAL:	\$201,077

Revenue Summary

Fare Revenue:	\$34,987
Charter/Other:	\$0
Contra & Other Fed./State:	\$82
Local Assistance:	\$96,938
State Assistance:	\$0
Federal Assistance:	\$69,070
TOTAL:	\$201,077

Capital Grant Awards

Local:	\$21,120
State PMTF:	\$0
Federal:	\$84,479
TOTAL:	\$105,599

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	34,981
Total Vehicle Miles:	186,034
Revenue Vehicle Miles:	184,428

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.08
Operating Expense Per Passenger Trip:	\$5.75
Passenger Trips Per Total Vehicle Mile:	0.19
Passenger Trips Per Capita:	1.79

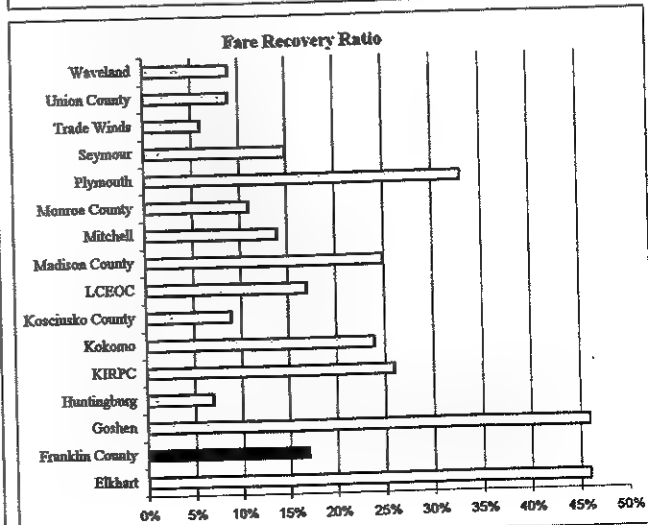
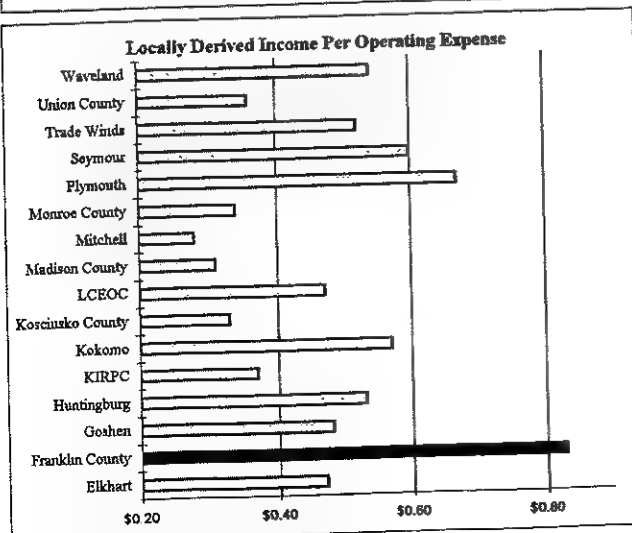
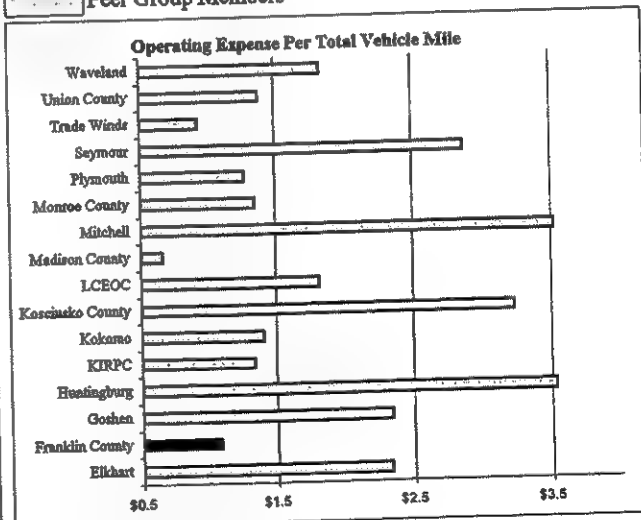
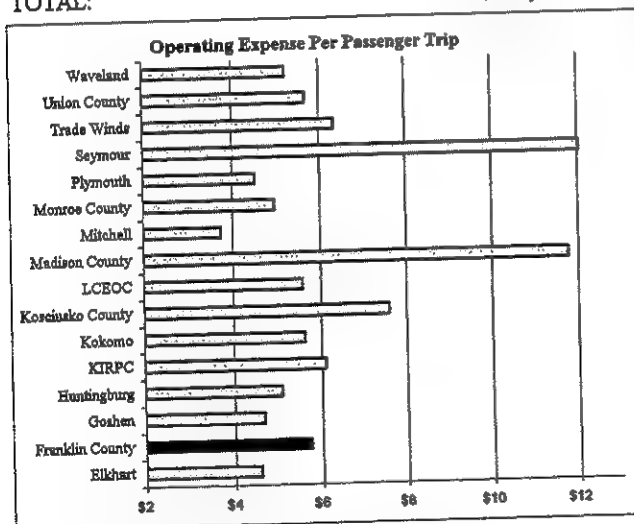
Financial Performance

Operating Subsidy:	\$166,008
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$131,925
Locally Derived Income Per Operating Expense:	\$0.66
Fare Recovery Ratio:	17%

PEER GROUP PERFORMANCE COMPOSITE

Franklin County Public Transportation

Peer Group Members



Gary Public Transportation Corporation

100 West 4th Ave., Box M-857
Gary, IN 46401-0857
(219) 885-7555

CONTACT: James W. Holland, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Gary City Limits and Corridors Beyond
Service Population: 116,646

SERVICE HOURS

Weekday: 5:00 am - 11:05 pm
Saturday: 5:00 am - 11:05 pm
Sunday: No Service
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	72	0
Maintenance:	30	0
Administration:	<u>12</u>	<u>0</u>
Total:	114	0

FARE STRUCTURE

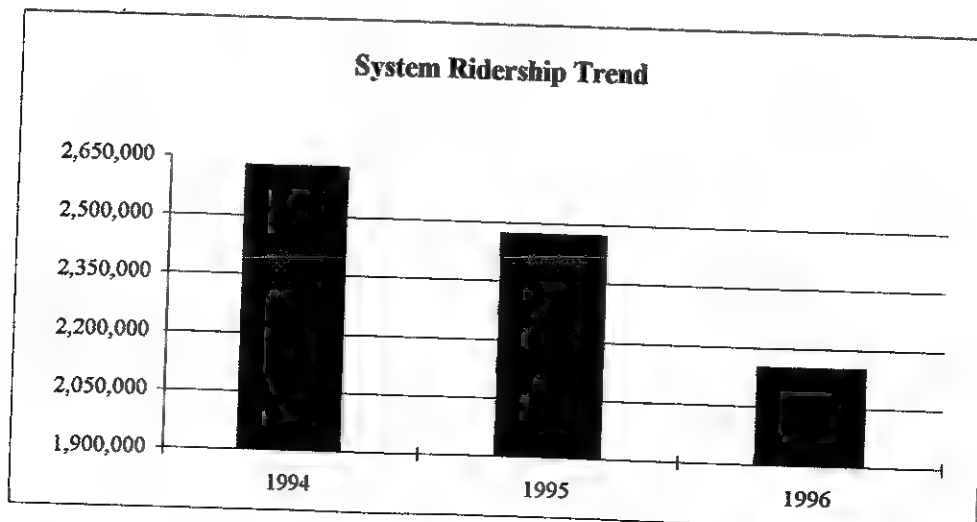
Express: N/A
Base: \$1.25
Youth: \$1.00
Elderly/Disabled: \$0.60
Transfer: 0.15 & 0.1
Other/Special: Pass \$45.00/Month
E&H Transfers \$0.10

OPERATION CHARACTERISTICS

Revenue Vehicles: 39
Peak Hour Fleet: 30
Base Fleet: 37
Road Calls: 100
Fuel Consumption: 461,793

RIDERSHIP TREND

1994	2,629,080
1995	2,472,933
1996	2,150,097



GROUP: 1

Gary

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,960,832
Other Salaries/Wages:	\$1,493,649
Fringe:	\$1,123,424
Services:	\$742,736
Materials and Supplies:	\$1,121,820
Utilities:	\$202,593
Casualty/Liability:	\$465,577
Purchased Transportation:	\$37,268
Other:	\$255,764
TOTAL:	\$7,403,663

Revenue Summary

Fare Revenue:	\$1,395,580
Charter/Other:	\$165,668
Contra & Other Fed./State:	\$0
Local Assistance:	\$2,091,158
State Assistance:	\$1,894,968
Federal Assistance:	\$1,856,289
TOTAL:	\$7,403,663

Capital Grant Awards

Local:	\$23,229
State PMTF:	\$89,537
Federal:	\$561,208
TOTAL:	\$673,974

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	2,150,097
Total Vehicle Miles:	1,433,962
Revenue Vehicle Miles:	1,396,090

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.16
Operating Expense Per Passenger Trip:	\$3.44
Passenger Trips Per Total Vehicle Mile:	1.50
Passenger Trips Per Capita:	18.43

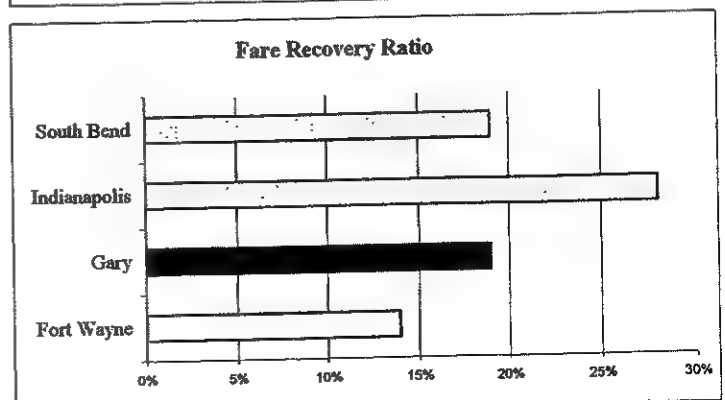
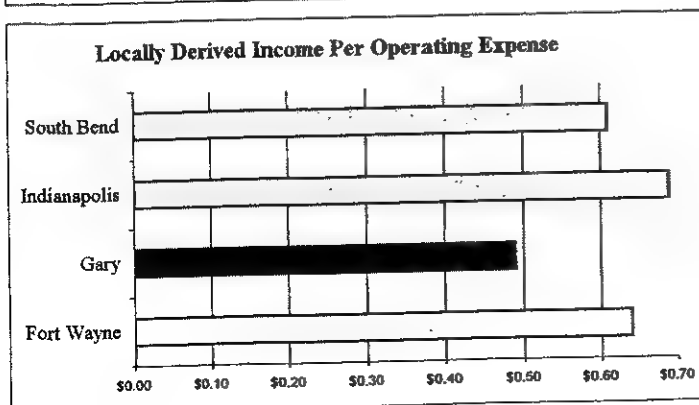
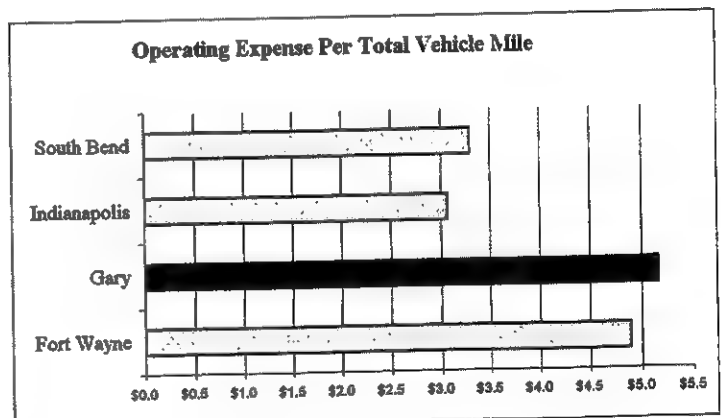
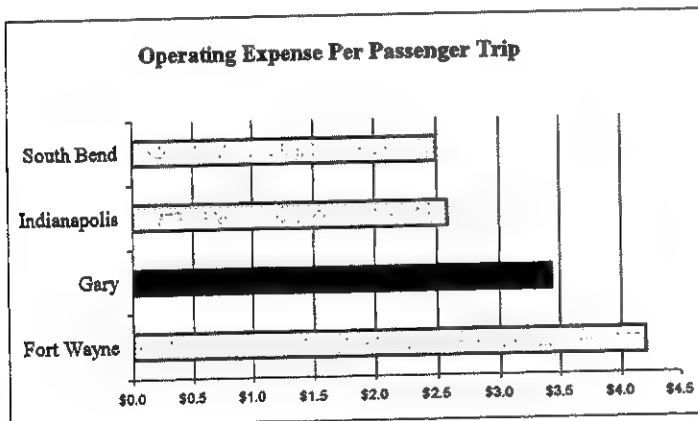
Financial Performance

Operating Subsidy:	\$5,842,415
Operating Subsidy Ratio:	79%
Locally Derived Income:	\$3,652,406
Locally Derived Income Per Operating Expense:	\$0.49
Fare Recovery Ratio:	19%

PEER GROUP PERFORMANCE COMPOSITE

 Gary Public Transportation Corporation

 Peer Group Members



Goshen Transit

1120 County City Building
South Bend, IN 46601
(219) 287-1829

CONTACT: Sandra Seanor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response/User-Side Subsidy
Service Area: City of Goshen & contiguous area
Service Population: 23,797

SERVICE HOURS

Weekday: 12:00 am - 12:00 pm
Saturday: 12:00 am - 12:00 am
Sunday: 12:00 am - 12:00 am
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	50	2
Maintenance:	3	1
Administration:	<u>8</u>	<u>3</u>
Total:	61	6

FARE STRUCTURE

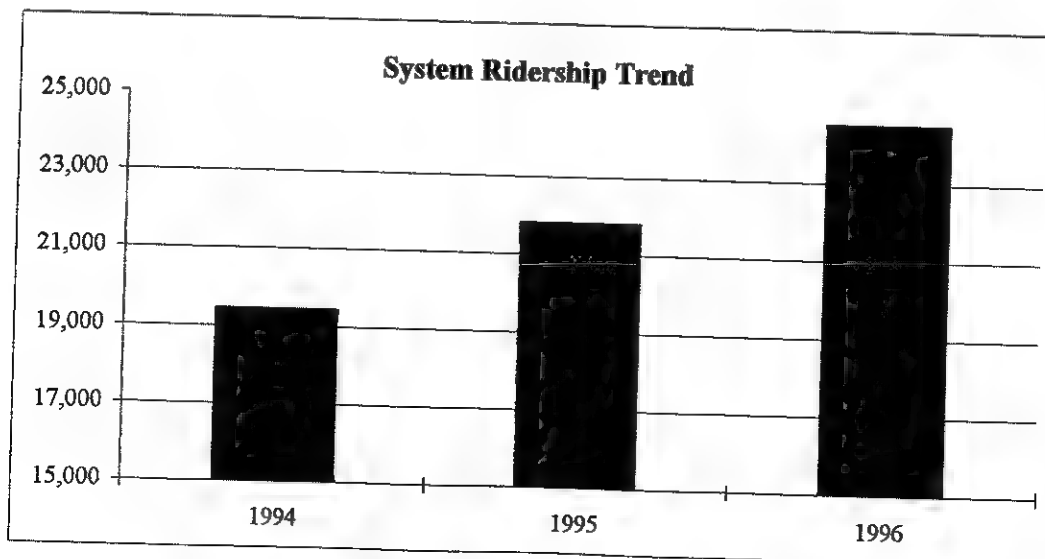
Express: N/A
Base: 2.60
Youth: 2.60
Elderly/Disabled: Half fares during off-peak
Transfer: N/A
Other/Special: Disabled fare \$7.00 for first three miles

OPERATION CHARACTERISTICS

Revenue Vehicles: 7
Peak Hour Fleet: 2
Base Fleet: 2
Road Calls: 0
Fuel Consumption: 4,449

RIDERSHIP TREND

1994	19,438
1995	21,813
1996	24,505



GROUP: 4

Goshen

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$2,727
Fringe:	\$929
Services:	\$0
Materials and Supplies:	\$1,094
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$104,581
Other:	\$5,552
TOTAL:	\$114,882

Revenue Summary

Fare Revenue:	\$52,376
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$2,886
State Assistance:	\$29,420
Federal Assistance:	\$30,201
TOTAL:	\$114,882

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	24,505
Total Vehicle Miles:	48,944
Revenue Vehicle Miles:	48,944

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.35
Operating Expense Per Passenger Trip:	\$4.69
Passenger Trips Per Total Vehicle Mile:	0.50
Passenger Trips Per Capita:	1.03

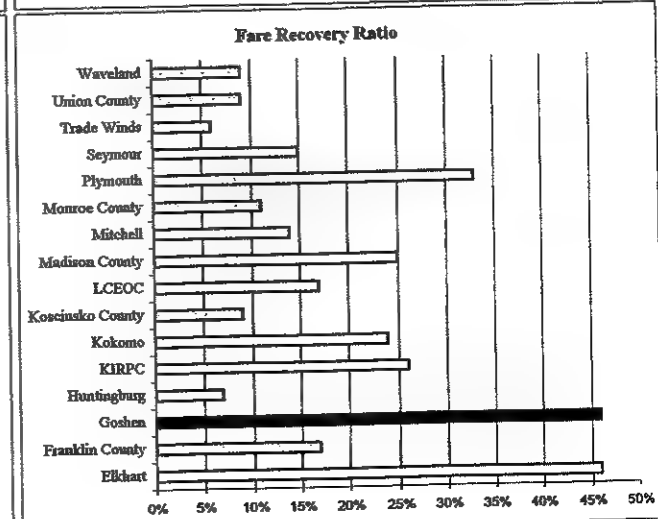
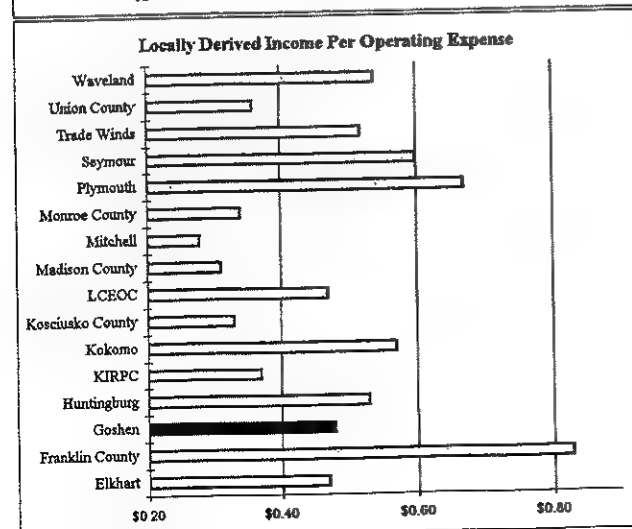
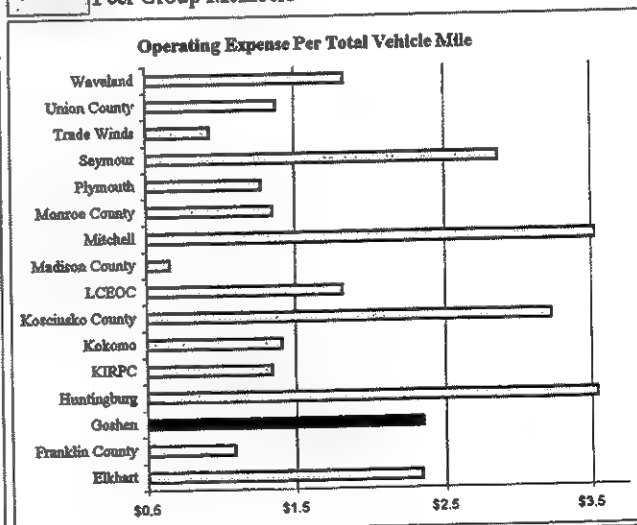
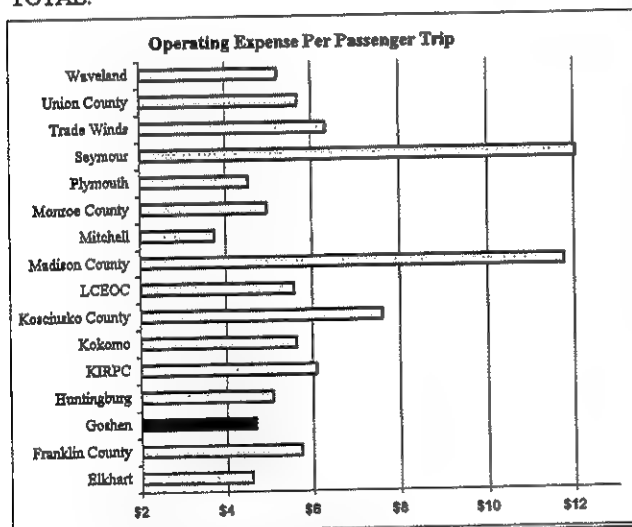
Financial Performance

Operating Subsidy:	\$62,506
Operating Subsidy Ratio:	54%
Locally Derived Income:	\$55,262
Locally Derived Income Per Operating Expense:	\$0.48
Fare Recovery Ratio:	46%

PEER GROUP PERFORMANCE COMPOSITE

Goshen Transit

Peer Group Members



Hammond Transit System

425 Sibley Avenue
Hammond, IN 46320
(219) 853-6401

CONTACT: Rebecca J. Gutowsky, Director

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Hammond, Whiting & adjacent areas of Illinois & Indiana
Service Population: 89,391

SERVICE HOURS

Weekday: 5:30 am - 7:30 pm
Saturday: 5:30 am - 7:30 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	18	4
Maintenance:	2	0
Administration:	5	2
Total:	25	6

FARE STRUCTURE

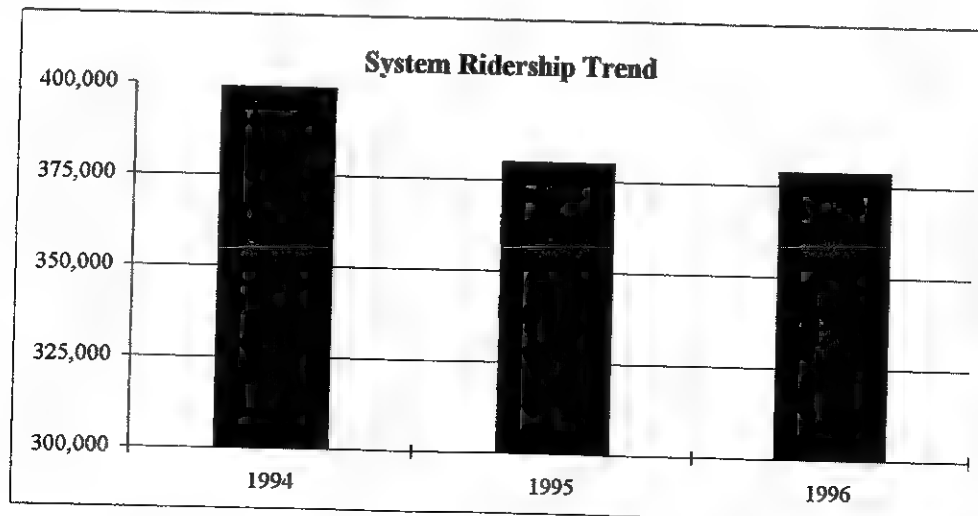
Express: N/A
Base: \$1.25
Youth: \$1.00
Elderly/Disabled: \$0.60
Transfer: Free
Other/Special: Monthly Pass \$45.00; Senior Monthly Pass \$18.00; Student Pass \$31.00
Senior/Disabled Pass \$24.00/40 Rides; Economy pass \$12.50/11 rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 12
Peak Hour Fleet: 9
Base Fleet: 6
Road Calls: 39
Fuel Consumption: 125,053

RIDERSHIP TREND

1994	398,985
1995	379,934
1996	378,740



GROUP: 2

Hammond

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$75,410
Fringe:	\$26,156
Services:	\$68,780
Materials and Supplies:	\$16,355
Utilities:	\$4,716
Casualty/Liability:	\$6,859
Purchased Transportation:	\$1,159,906
Other:	\$3,981
TOTAL:	\$1,362,163

Revenue Summary

Fare Revenue:	\$299,712
Charter/Other:	\$26,389
Contra & Other Fed./State:	\$0
Local Assistance:	\$344,409
State Assistance:	\$388,191
Federal Assistance:	\$303,462
TOTAL:	\$1,362,163

Capital Grant Awards

Local:	\$41,826
State PMTF:	\$0
Federal:	\$167,303
TOTAL:	\$209,129

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	378,740
Total Vehicle Miles:	465,168
Revenue Vehicle Miles:	416,167

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.93
Operating Expense Per Passenger Trip:	\$3.60
Passenger Trips Per Total Vehicle Mile:	0.81
Passenger Trips Per Capita:	4.24

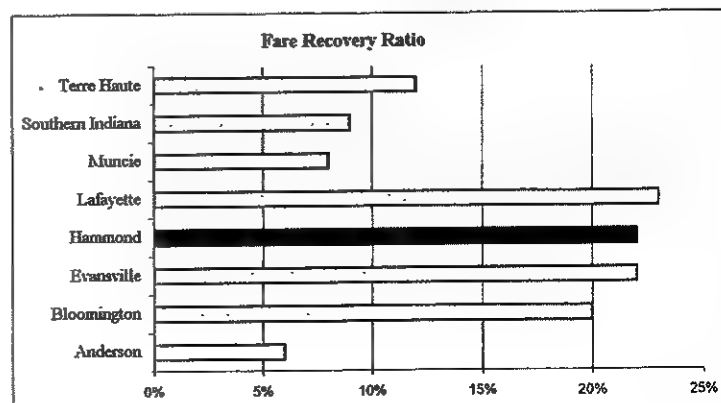
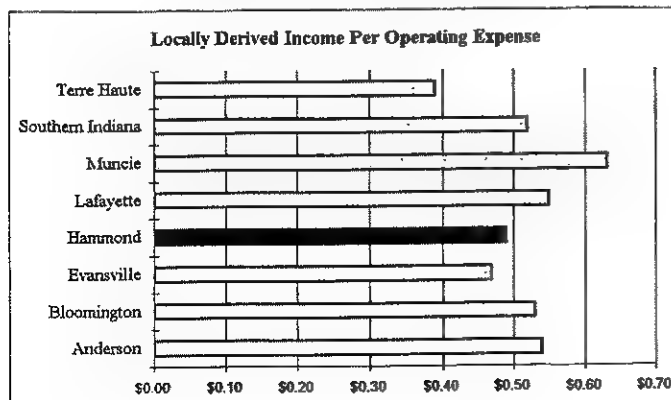
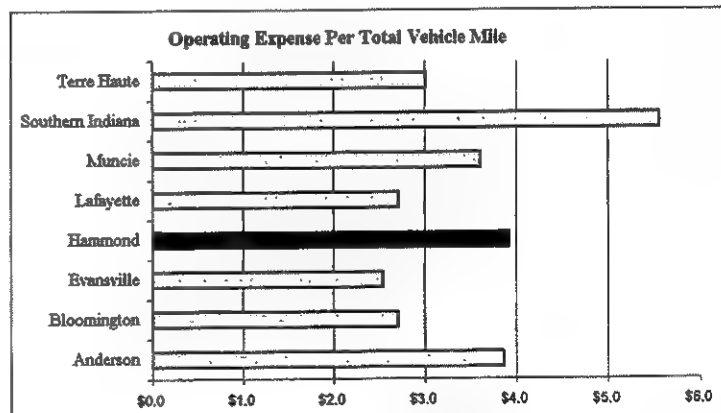
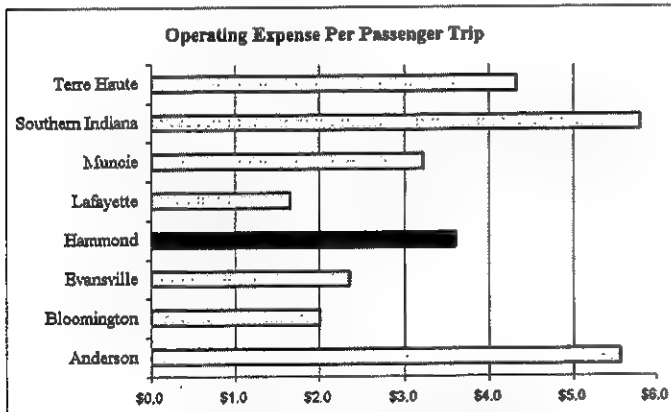
Financial Performance

Operating Subsidy:	\$1,036,062
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$670,510
Locally Derived Income Per Operating Expense:	\$0.49
Fare Recovery Ratio:	22%

PEER GROUP PERFORMANCE COMPOSITE

Hammond Transit System

Peer Group Members



Huntingburg Transit System

511 East Fourth Street
Huntingburg, IN 47542
(812) 683-2211

CONTACT: Sara E. Songer, Office Manager

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Huntingburg City Limits
Service Population: 5,252

SERVICE HOURS

Weekday: 9:00 am - 4:00 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	1	0
Maintenance:	0	0
Administration:	0	1
Total:	1	1

FARE STRUCTURE

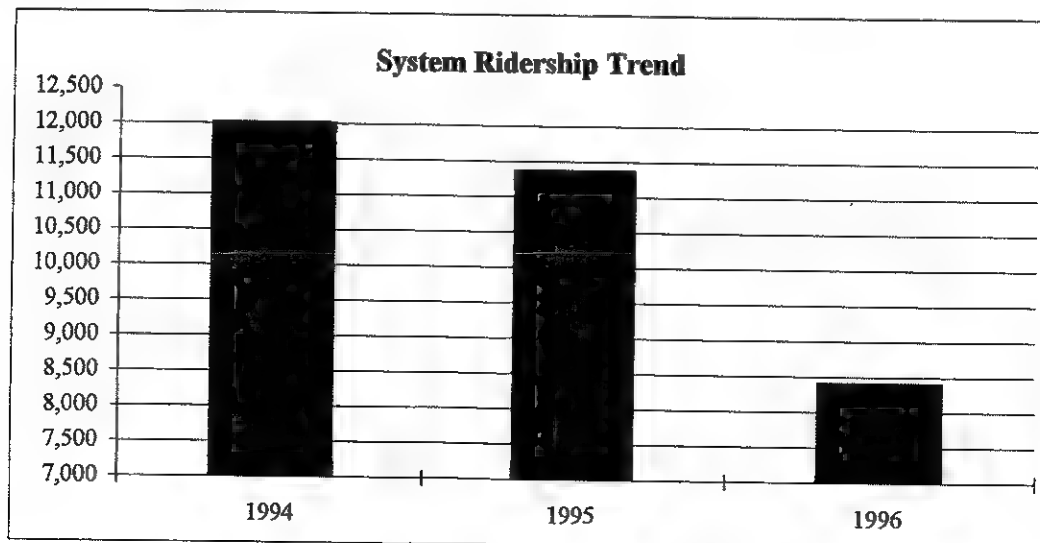
Express: N/A
Base: 0.50
Youth: 0.50
Elderly/Disabled: 0.50
Transfer: N/A
Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 1
Peak Hour Fleet: 1
Base Fleet: 1
Road Calls: 0
Fuel Consumption: 1,866

RIDERSHIP TREND

1994	12,014
1995	11,376
1996	8,410



GROUP: 4

Huntingburg

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$24,078
Other Salaries/Wages:	\$0
Fringe:	\$5,327
Services:	\$2,771
Materials and Supplies:	\$2,279
Utilities:	\$6,000
Casualty/Liability:	\$1,488
Purchased Transportation:	\$0
Other:	\$837
TOTAL:	\$42,780

Revenue Summary

Fare Revenue:	\$2,840
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$19,970
State Assistance:	\$0
Federal Assistance:	\$19,970
TOTAL:	\$42,780

Capital Grant Awards

Local:	\$6,331
State PMTF:	\$0
Federal:	\$25,323
TOTAL:	\$31,654

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	8,410
Total Vehicle Miles:	12,085
Revenue Vehicle Miles:	11,585

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.54
Operating Expense Per Passenger Trip:	\$5.09
Passenger Trips Per Total Vehicle Mile:	0.70
Passenger Trips Per Capita:	1.60

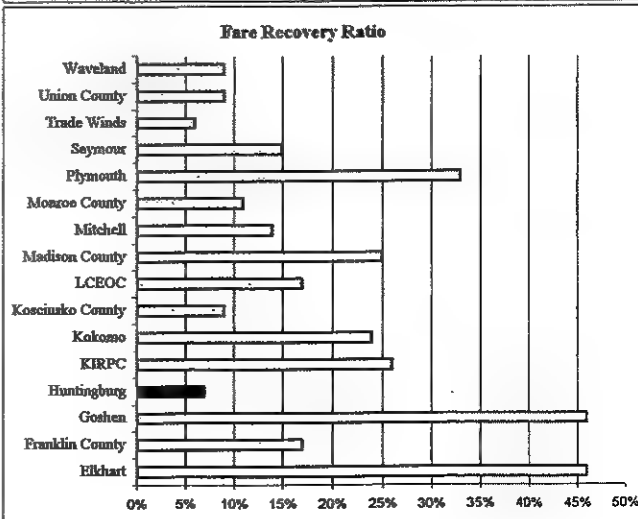
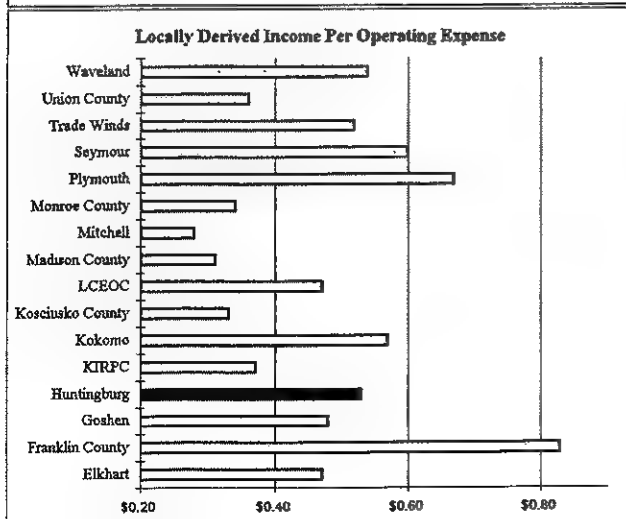
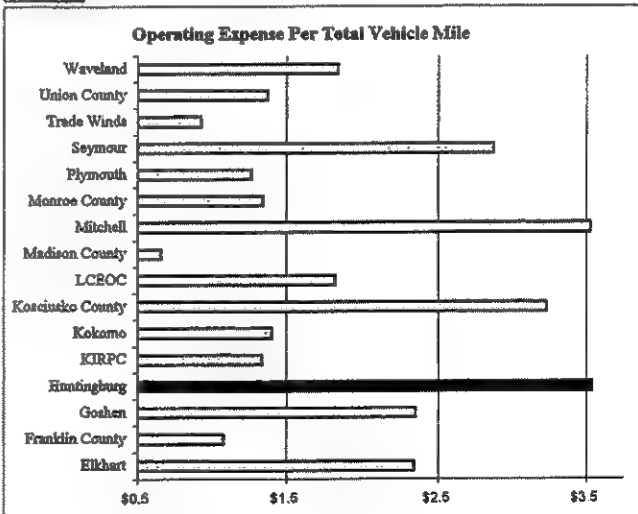
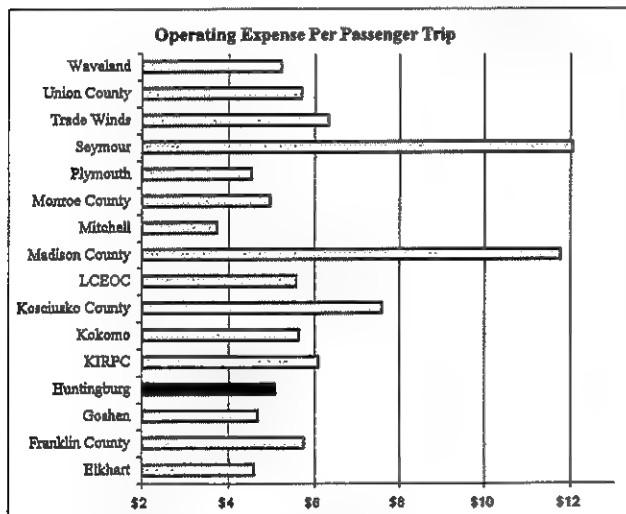
Financial Performance

Operating Subsidy:	\$39,940
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$22,810
Locally Derived Income Per Operating Expense:	\$0.53
Fare Recovery Ratio:	7%

PEER GROUP PERFORMANCE COMPOSITE

Huntingburg Transit System

Peer Group Members



IndyGo

200 East Washington Street, Suite 2360
Indianapolis, IN 46204
(317) 327-7529

CONTACT: Jill Henry, Contract Administrator

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Indianapolis Metropolitan Area
Service Population: 914,761

SERVICE HOURS

Weekday: 4:35 am - 12:50 am
Saturday: 4:40 am - 12:30 am
Sunday: 5:25 am - 12:30 am
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	246	37
Maintenance:	94	1
Administration:	<u>52</u>	<u>6</u>
Total:	392	44

FARE STRUCTURE

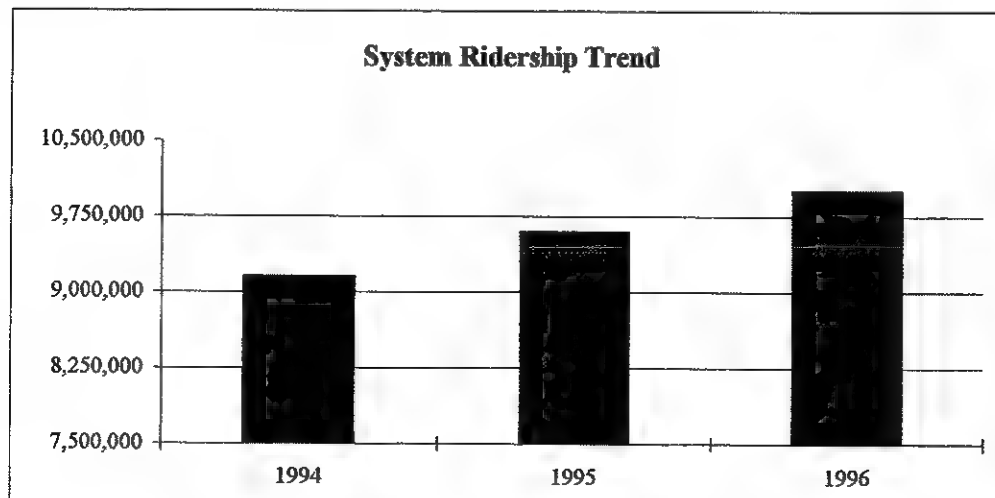
Express: 1.25
Base: 1.00 Peak Hour, 0.75 Off Peak
Youth: N/A
Elderly/Disabled: 0.35
Transfer: 0.25
Other/Special: Pass \$39.50-\$49.50/Month; E&H Pass \$19.75-\$24.75/Month
Demand Response \$15 for Ten Trip Ticket

OPERATION CHARACTERISTICS

Revenue Vehicles: 182
Peak Hour Fleet: 169
Base Fleet: 111
Road Calls: 1,454
Fuel Consumption: 1,814,455

RIDERSHIP TREND

1994	9,151,456
1995	9,596,534
1996	10,003,241



GROUP: 1

Indianapolis

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$4,100,580
Other Salaries/Wages:	\$1,922,653
Fringe:	\$1,949,287
Services:	\$1,715,189
Materials and Supplies:	\$827,229
Utilities:	\$647,166
Casualty/Liability:	\$97,550
Purchased Transportation:	\$14,433,453
Other:	\$264,085
TOTAL:	\$25,957,192

Revenue Summary

Fare Revenue:	\$7,149,697
Charter/Other:	\$708,721
Contra & Other Fed./State:	\$37,374
Local Assistance:	\$10,012,056
State Assistance:	\$6,260,638
Federal Assistance:	\$1,788,706
TOTAL:	\$25,957,192

Capital Grant Awards

Local:	\$989,525
State PMTF:	\$0
Federal:	\$3,958,098
TOTAL:	\$4,947,623

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	10,003,241
Total Vehicle Miles:	8,448,160
Revenue Vehicle Miles:	6,212,497

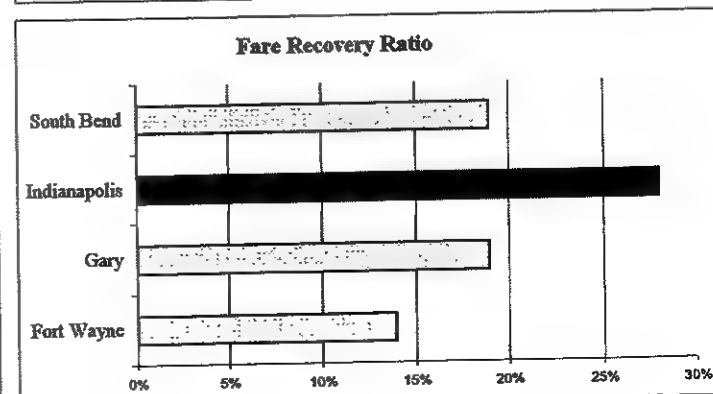
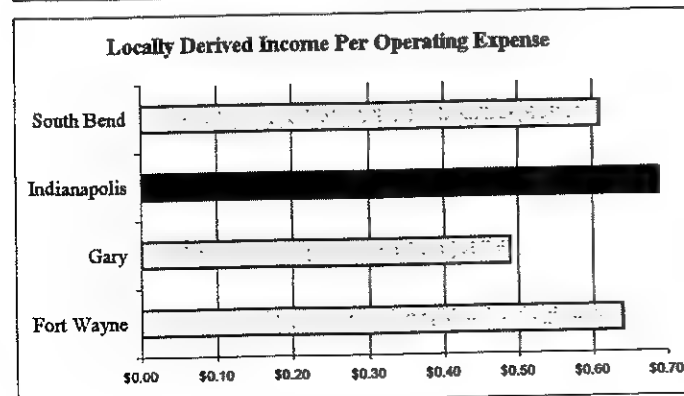
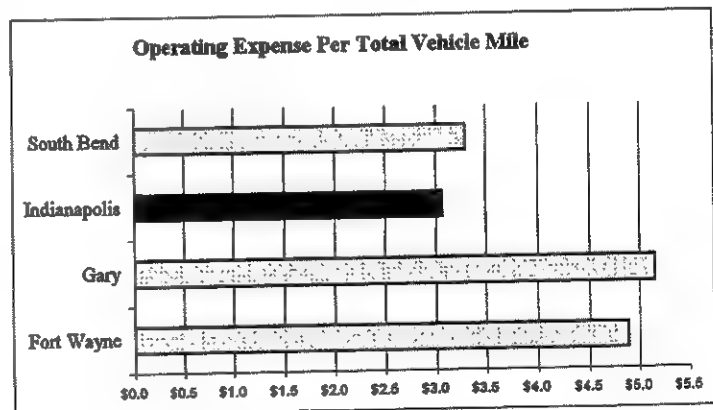
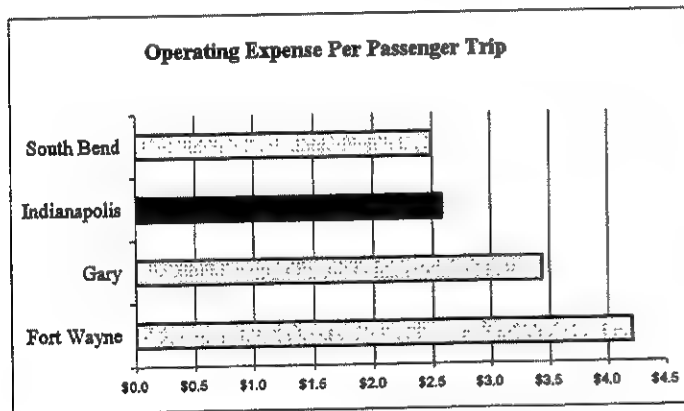
Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.07
Operating Expense Per Passenger Trip:	\$2.59
Passenger Trips Per Total Vehicle Mile:	1.18
Passenger Trips Per Capita:	10.94

Financial Performance

Operating Subsidy:	\$18,061,400
Operating Subsidy Ratio:	70%
Locally Derived Income:	\$17,870,474
Locally Derived Income Per Operating Expense:	\$0.69
Fare Recovery Ratio:	28%

PEER GROUP PERFORMANCE COMPOSITE



Arrowhead Country Public Transportation

115 E. 4th St., P.O. Box 127
Monon, IN 47959
(219) 253-6658

CONTACT: Stan Minnick, Project Coordinator

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Jasper, Newton, Pulaski, Starke & White Counties
Service Population: 97,166

SERVICE HOURS

Weekday: 8:00 am - 4:00 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 9

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	18	11
Maintenance:	0	0
Administration:	3	19
Total:	21	30

FARE STRUCTURE

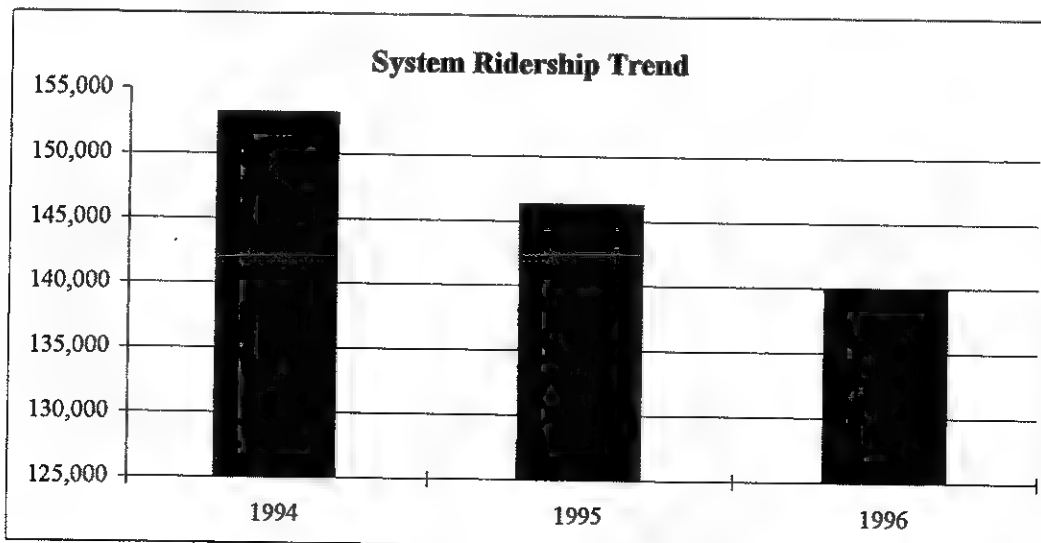
Express: N/A
Base: 0.75
Youth: 0.75
Elderly/Disabled: 0.75
Transfer: N/A
Other/Special: Pass \$11.00/Month, \$150.00/Year (Pulaski Co.)
Ticket \$7.50/12 Rides (Starke Co.)

OPERATION CHARACTERISTICS

Revenue Vehicles: 38
Peak Hour Fleet: 38
Base Fleet: 38
Road Calls: 7
Fuel Consumption: 61,052

RIDERSHIP TREND

1994	153,170
1995	146,287
1996	139,975



GROUP: 4

KIRPC

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$199,107
Other Salaries/Wages:	\$217,347
Fringe:	\$154,675
Services:	\$73,438
Materials and Supplies:	\$72,955
Utilities:	\$31,606
Casualty/Liability:	\$51,161
Purchased Transportation:	\$0
Other:	\$53,457
TOTAL:	\$853,746

Revenue Summary

Fare Revenue:	\$221,563
Charter/Other:	\$0
Contra & Other Fed./State:	\$12,427
Local Assistance:	\$94,466
State Assistance:	\$215,412
Federal Assistance:	\$309,878
TOTAL:	\$853,746

Capital Grant Awards

Local:	\$15,600
State PMTF:	\$0
Federal:	\$62,400
TOTAL:	\$78,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	139,975
Total Vehicle Miles:	639,098
Revenue Vehicle Miles:	607,873

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.34
Operating Expense Per Passenger Trip:	\$6.10
Passenger Trips Per Total Vehicle Mile:	0.22
Passenger Trips Per Capita:	1.44

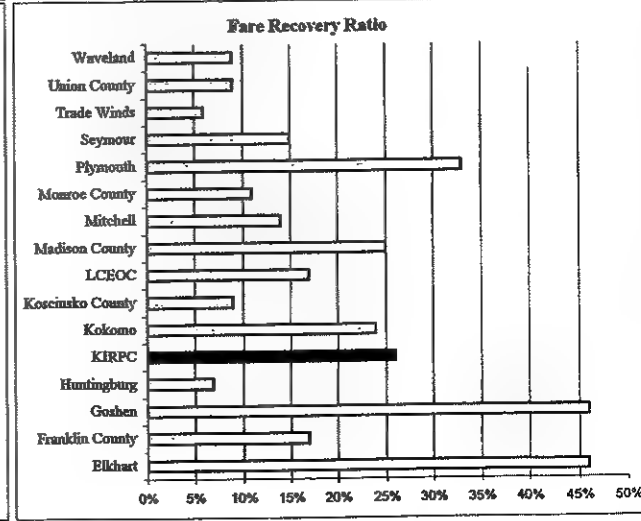
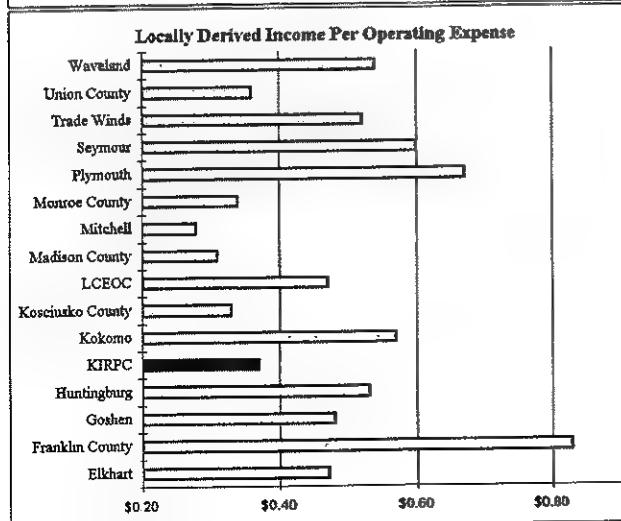
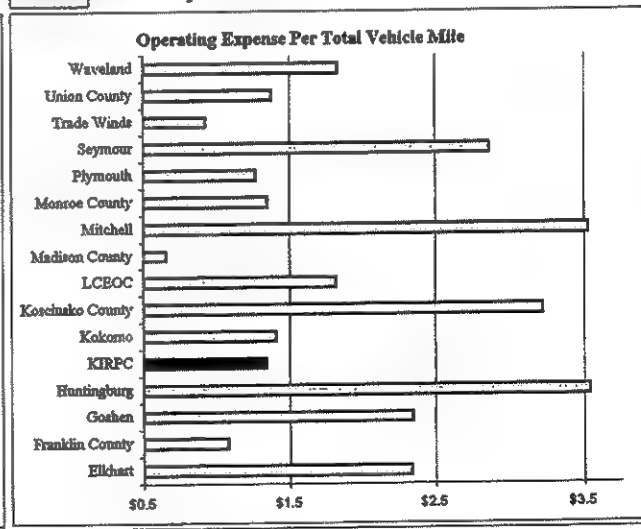
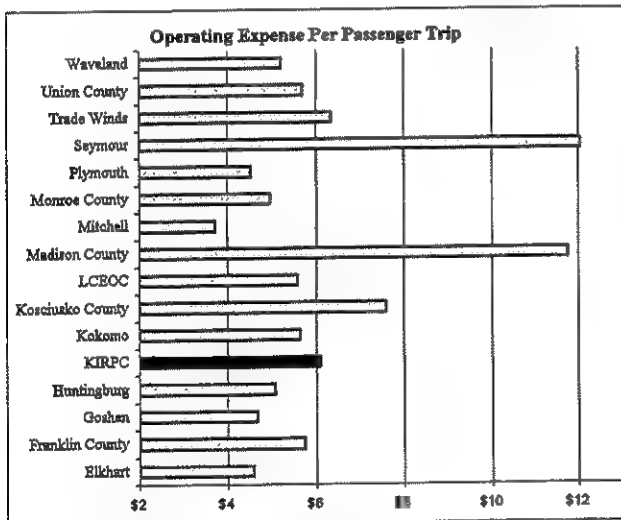
Financial Performance

Operating Subsidy:	\$619,756
Operating Subsidy Ratio:	73%
Locally Derived Income:	\$316,029
Locally Derived Income Per Operating Expense:	\$0.37
Fare Recovery Ratio:	26%

PEER GROUP PERFORMANCE COMPOSITE

Arrowhead Country Public Transportation

Peer Group Members



First City Rider/Kokomo Senior Citizen Bus Service

120 E. Mulberry St., Suite 114
Kokomo, IN 46901
(317) 456-2336

CONTACT: Mark Mills, Transportation Director

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: City of Kokomo
Service Population: 66,981

SERVICE HOURS

Weekday: 24/hrs per day
Saturday: 24/hrs per day
Sunday: 24/hrs per day
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	34	5
Maintenance:	1	12
Administration:	2	9
Total:	37	26

FARE STRUCTURE

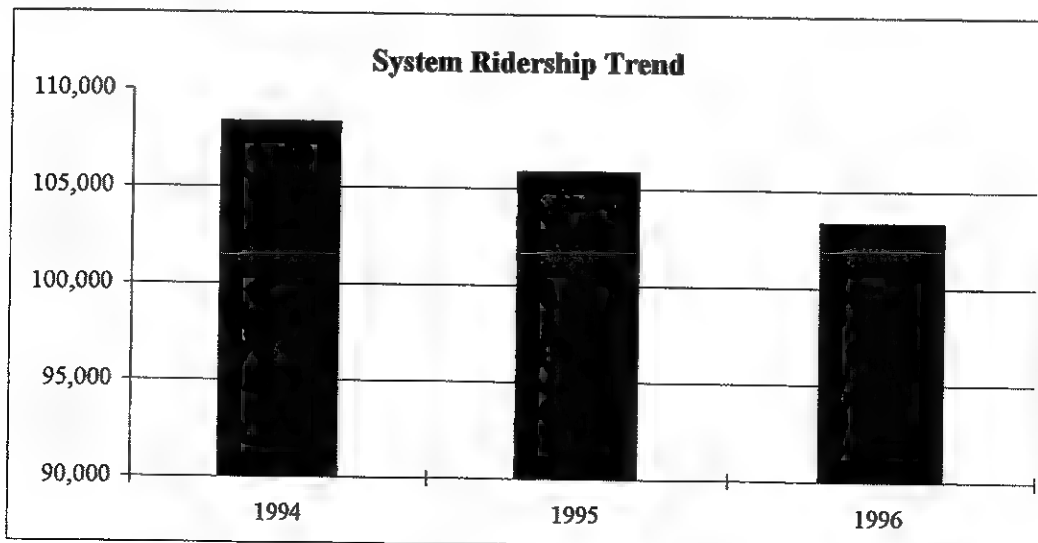
Express: N/A
Base: 2.13 (Avg.)
Youth: 2.13 (Avg.)
Elderly/Disabled: 1.06 (Avg.)
Transfer: N/A
Other/Special: Taxi Fares is base rate of \$3.25; Elderly and disabled pay half basic fare rate
Program subsidizes 50% of the cost up to \$2 per trip; driver assistance extra

OPERATION CHARACTERISTICS

Revenue Vehicles: 10
Peak Hour Fleet: 9
Base Fleet: 6
Road Calls: 6
Fuel Consumption: 20,483

RIDERSHIP TREND

1994	108,331
1995	105,842
1996	103,328



GROUP: 4

Kokomo

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$142,622
Other Salaries/Wages:	\$45,451
Fringe:	\$83,396
Services:	\$0
Materials and Supplies:	\$26,799
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$284,221
Other:	\$0
TOTAL:	\$582,489

Revenue Summary

Fare Revenue:	\$139,821
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$194,957
State Assistance:	\$0
Federal Assistance:	\$247,711
TOTAL:	\$582,489

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	103,328
Total Vehicle Miles:	414,423
Revenue Vehicle Miles:	281,749

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.41
Operating Expense Per Passenger Trip:	\$5.64
Passenger Trips Per Total Vehicle Mile:	0.25
Passenger Trips Per Capita:	1.54

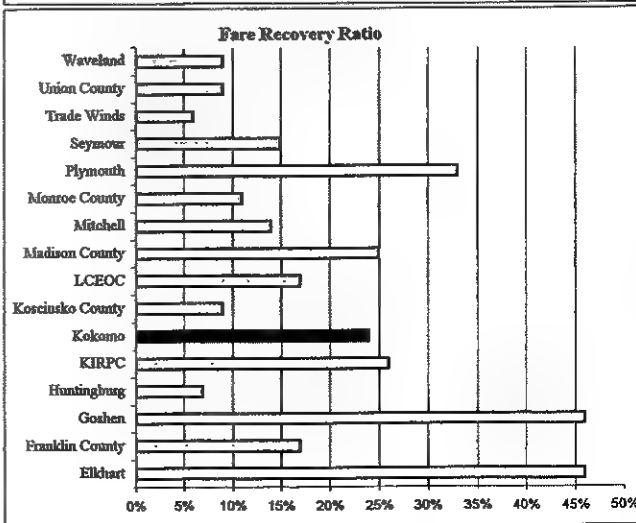
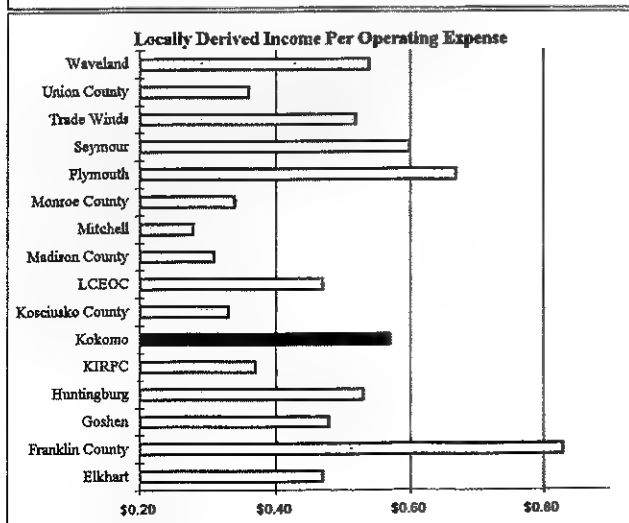
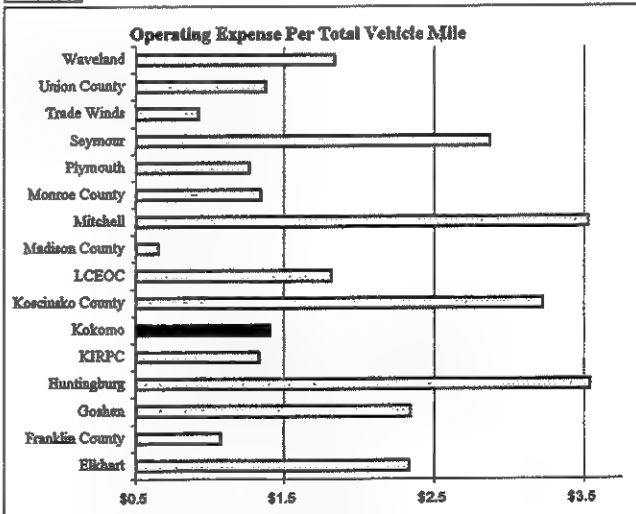
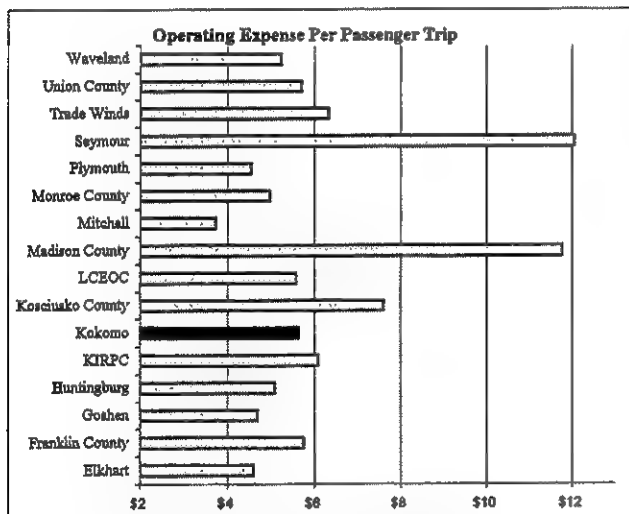
Financial Performance

Operating Subsidy:	\$442,668
Operating Subsidy Ratio:	76%
Locally Derived Income:	\$334,778
Locally Derived Income Per Operating Expense:	\$0.57
Fare Recovery Ratio:	24%

PEER GROUP PERFORMANCE COMPOSITE

First City Rider/Kokomo Senior Citizen Bus Service

Peer Group Members



Kosciusko Area Bus Service

1804 East Winona Avenue
Warsaw, IN 46580
(219) 267-4990

CONTACT: Tom Sherron, General Manager

GENERAL INFORMATION

Type of Service: Point Deviated Fixed Route
Service Area: Kosciusko County
Service Population: 65,294

SERVICE HOURS

Weekday: 5:30 am - 6:00 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 2

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	10	2
Maintenance:	1	0
Administration:	4	0
Total:	15	2

FARE STRUCTURE

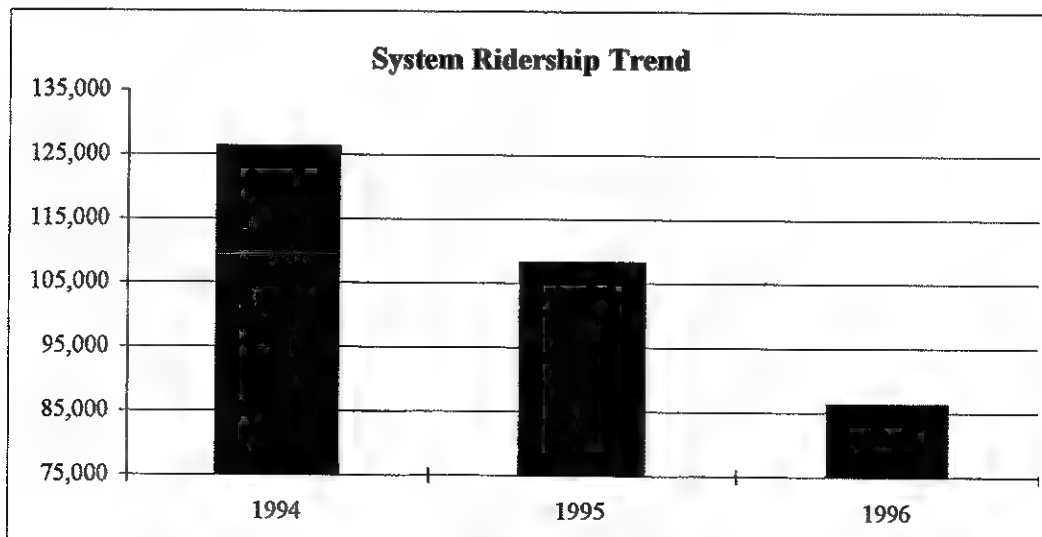
Express: N/A
Base: \$1.25
Youth: \$1.00
Elderly/Disabled: \$1.00
Transfer: Free
Other/Special: Subscription \$2.00, Elderly and Disabled \$1.00
Discount tokens and passes; 12 rides for price of 10 rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 12
Peak Hour Fleet: 9
Base Fleet: 8
Road Calls: 0
Fuel Consumption: 23,693

RIDERSHIP TREND

1994	126,256
1995	108,282
1996	86,301



GROUP: 4

Kosciusko County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$162,105
Other Salaries/Wages:	\$119,048
Fringe:	\$139,987
Services:	\$9,115
Materials and Supplies:	\$64,440
Utilities:	\$13,444
Casualty/Liability:	\$23,282
Purchased Transportation:	\$0
Other:	\$124,416
TOTAL:	\$655,837

Revenue Summary

Fare Revenue:	\$61,576
Charter/Other:	\$13,485
Contra & Other Fed./State:	\$0
Local Assistance:	\$141,699
State Assistance:	\$148,689
Federal Assistance:	\$290,388
TOTAL:	\$655,837

Capital Grant Awards

Local:	\$16,351
State PMTF:	\$16,350
Federal:	\$130,802
TOTAL:	\$163,503

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	86,301
Total Vehicle Miles:	202,765
Revenue Vehicle Miles:	184,935

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.23
Operating Expense Per Passenger Trip:	\$7.60
Passenger Trips Per Total Vehicle Mile:	0.43
Passenger Trips Per Capita:	1.32

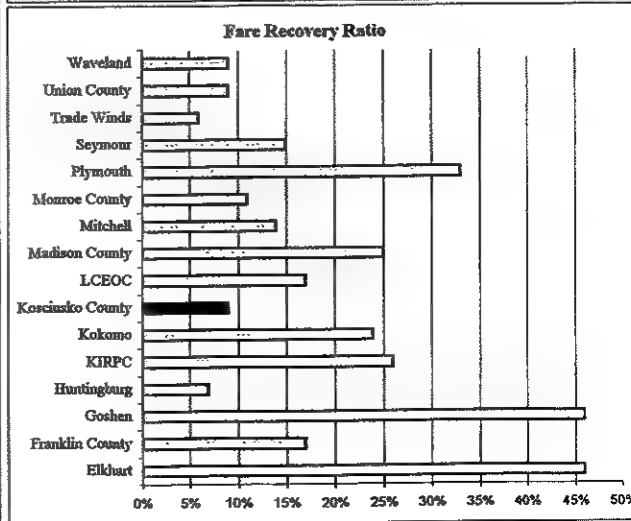
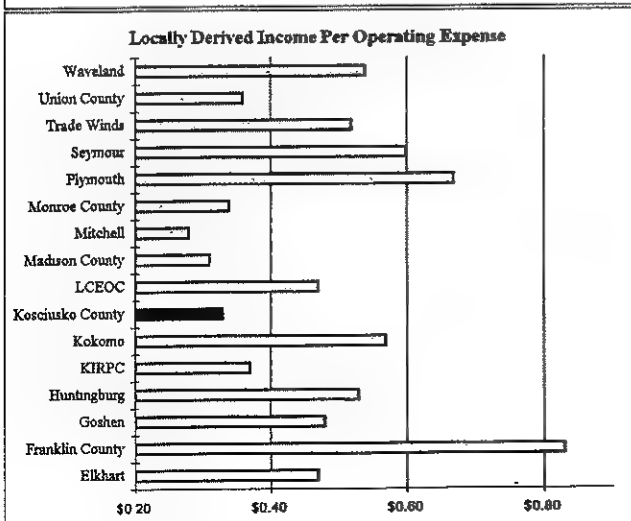
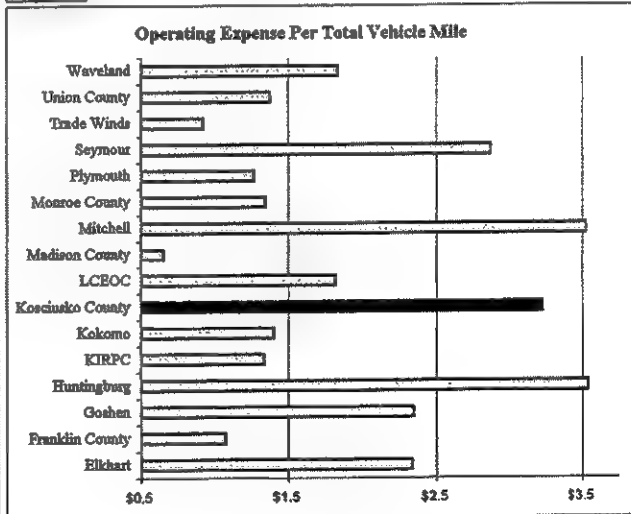
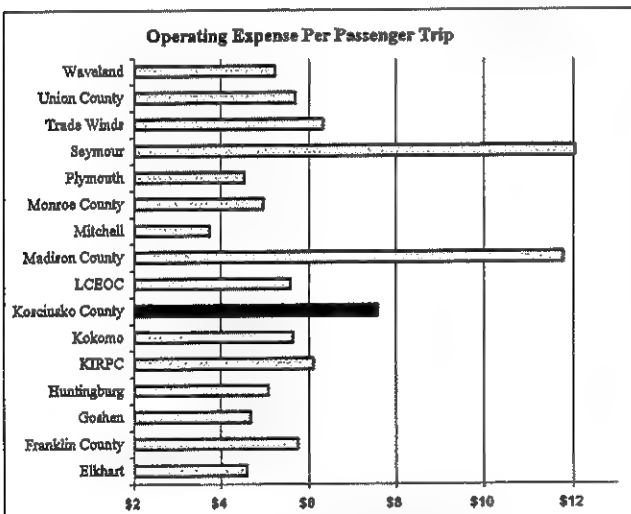
Financial Performance

Operating Subsidy:	\$580,776
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$216,760
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

Kosciusko Area Bus Service

Peer Group Members



Greater Lafayette PTC

1250 Canal Rd., Box 588
Lafayette, IN 47902
(765) 423-2666

CONTACT: Martin B. Sennett, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Lafayette, West Lafayette Metropolitan Area
Service Population: 108,500

SERVICE HOURS

Weekday: 6:00 am - 10:40 pm
Saturday: 6:00 am - 10:40 pm
Sunday: No service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	38	17
Maintenance:	9	0
Administration:	<u>13</u>	<u>1</u>
Total:	60	18

FARE STRUCTURE

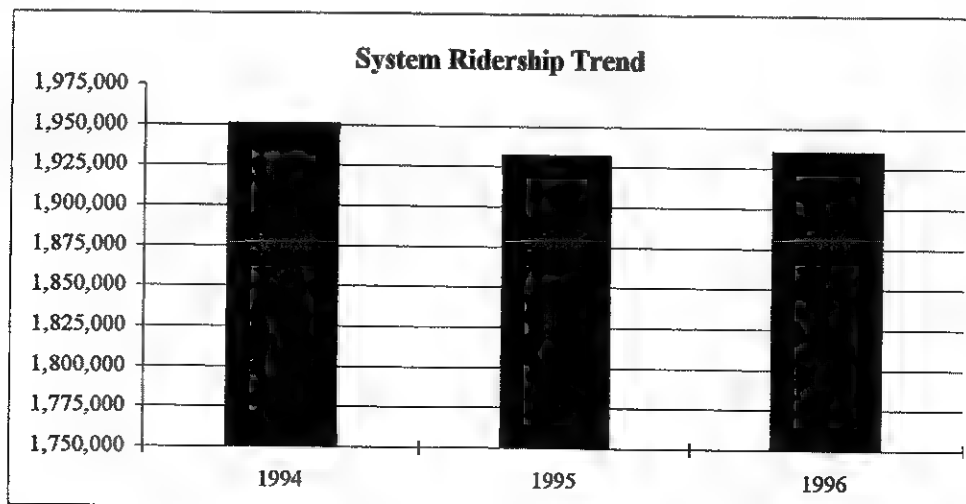
Express: N/A
Base: \$0.75
Youth: 0.35
Elderly/Disabled: \$0.25
Transfer: Free
Other/Special: Pass \$21.00/Month, \$75.00/Semester; E&H Pass \$10.50/Month
Token \$0.50/Ride; \$125.00/Annual Pass; \$45.00/Summer Pass

OPERATION CHARACTERISTICS

Revenue Vehicles: 49
Peak Hour Fleet: 38
Base Fleet: 25
Road Calls: 89
Fuel Consumption: 252,925

RIDERSHIP TREND

1994	1,950,703
1995	1,931,830
1996	1,935,174



GROUP: 2

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,274,451
Other Salaries/Wages:	\$720,873
Fringe:	\$507,321
Services:	\$84,090
Materials and Supplies:	\$396,135
Utilities:	\$46,453
Casualty/Liability:	\$105,811
Purchased Transportation:	\$0
Other:	\$84,220
TOTAL:	\$3,219,354

Revenue Summary

Fare Revenue:	\$728,798
Charter/Other:	\$238,274
Contra & Other Fed./State:	\$22,848
Local Assistance:	\$808,636
State Assistance:	\$920,000
Federal Assistance:	\$500,798
TOTAL:	\$3,219,354

Capital Grant Awards

Local:	\$82,957
State PMTF:	\$34,743
Federal:	\$470,800
TOTAL:	\$588,500

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,935,174
Total Vehicle Miles:	1,185,115
Revenue Vehicle Miles:	1,084,404

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.72
Operating Expense Per Passenger Trip:	\$1.66
Passenger Trips Per Total Vehicle Mile:	1.63
Passenger Trips Per Capita:	17.84

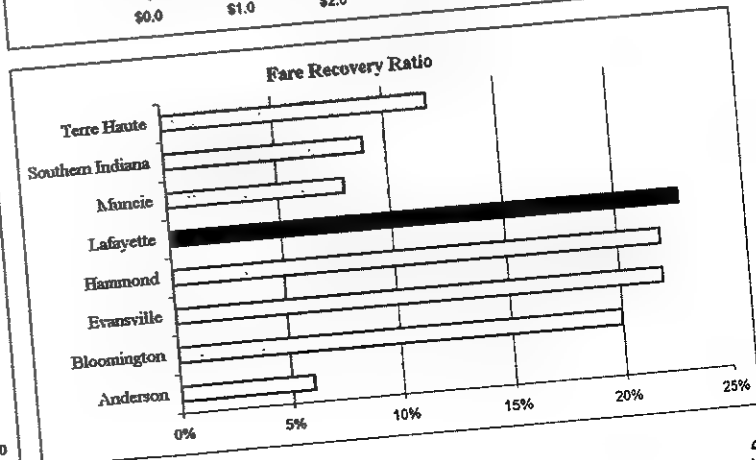
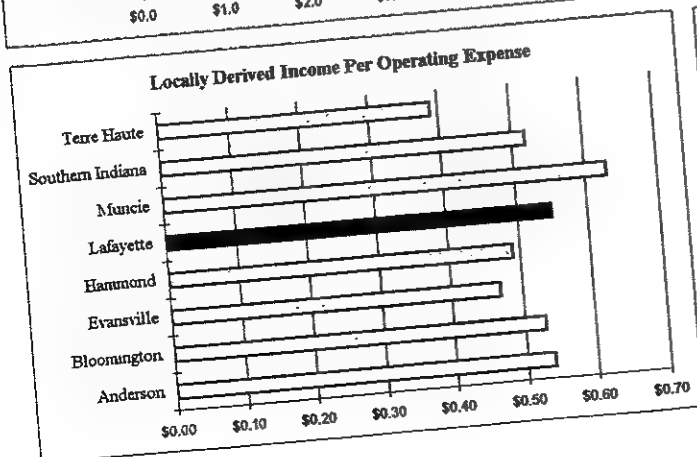
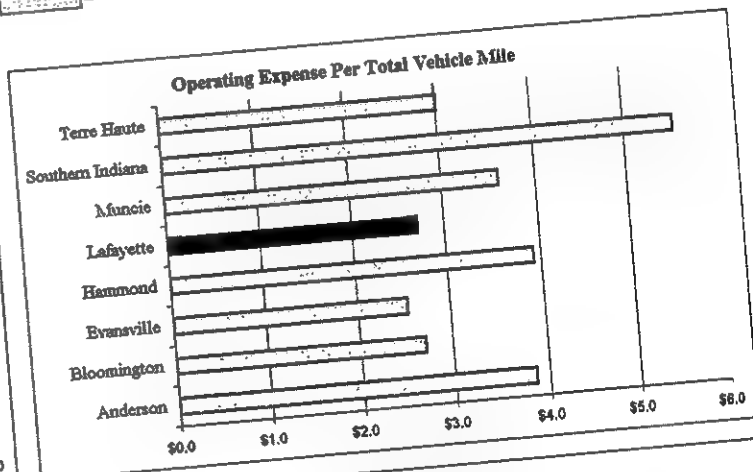
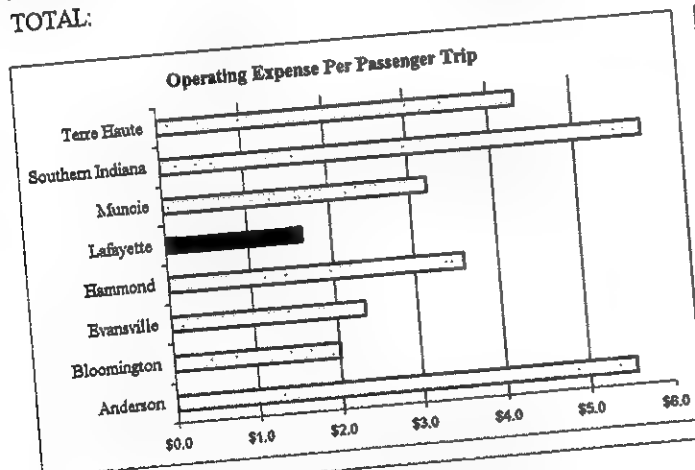
Financial Performance

Operating Subsidy:	\$2,229,434
Operating Subsidy Ratio:	69%
Locally Derived Income:	\$1,775,708
Locally Derived Income Per Operating Expense:	\$0.55
Fare Recovery Ratio:	23%

PEER GROUP PERFORMANCE COMPOSITE

Greater Lafayette PTC

Peer Group Members



TransPorte

102 "L" Street
LaPorte, IN 46350
(219) 326-8274

CONTACT: Joanne E. Mitchell, Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: LaPorte City limits & one-quarter mile fringe
Service Population: 21,507

SERVICE HOURS

Weekday: 6:00 am - 9:00 pm
Saturday: 8:00 am - 4:00 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	4	8
Maintenance:	3	0
Administration:	3	0
Total:	10	8

FARE STRUCTURE

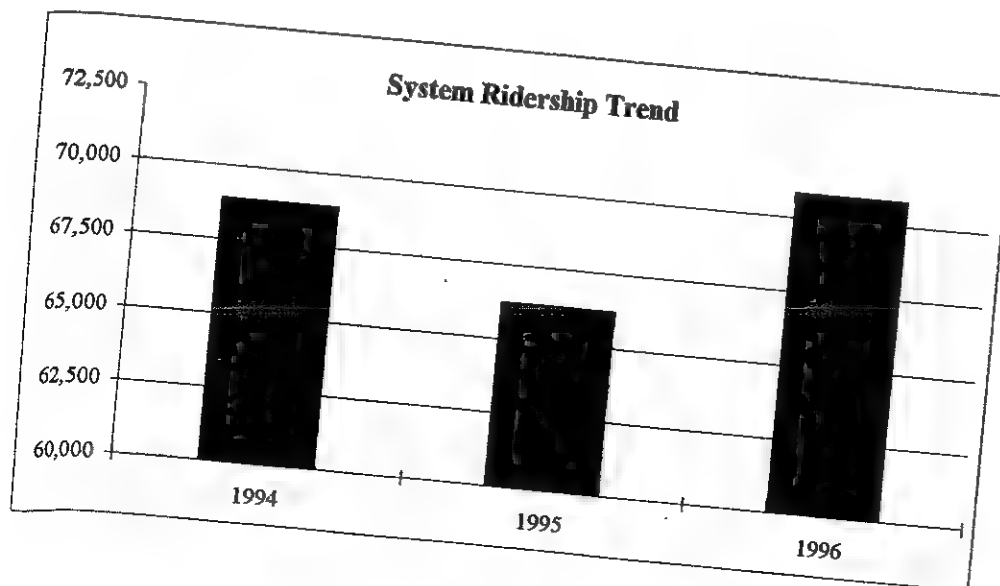
Express: N/A
Base: 0.50
Youth: 0.50
Elderly/Disabled: 0.25
Transfer: 0.25
Other/Special: Pass \$5.00/10 Rides
E & H Pass \$2.50/10 Rides; E & H Transfer \$0.10

OPERATION CHARACTERISTICS

Revenue Vehicles: 13
Peak Hour Fleet: 5
Base Fleet: 4
Road Calls: 9
Fuel Consumption: 26,092

RIDERSHIP TREND

1994	68,899
1995	66,223
1996	70,833



GROUP: 3

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$265,646
Other Salaries/Wages:	\$0
Fringe:	\$85,182
Services:	\$4,454
Materials and Supplies:	\$52,338
Utilities:	\$25,477
Casualty/Liability:	\$21,860
Purchased Transportation:	\$0
Other:	\$11,912
TOTAL:	\$466,870

Revenue Summary

Fare Revenue:	\$67,278
Charter/Other:	\$9,308
Contra & Other Fed./State:	\$3,090
Local Assistance:	\$78,019
State Assistance:	\$120,419
Federal Assistance:	\$188,757
TOTAL:	\$466,870

Capital Grant Awards

Local:	\$6,312
State PMTF:	\$6,312
Federal:	\$50,493
TOTAL:	\$63,117

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	70,833
Total Vehicle Miles:	204,361
Revenue Vehicle Miles:	200,843

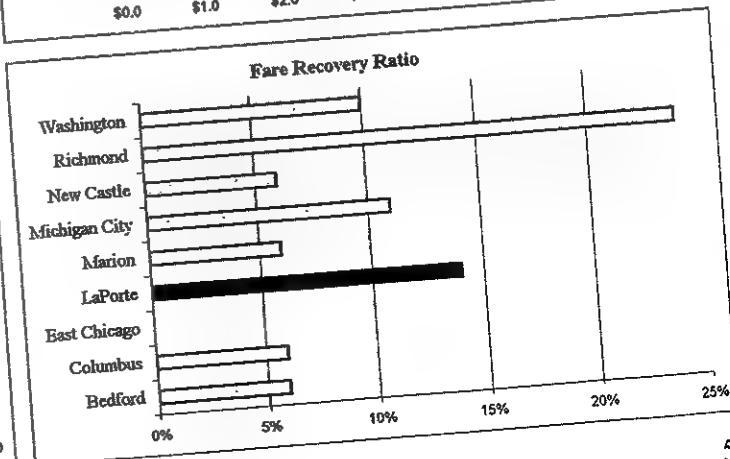
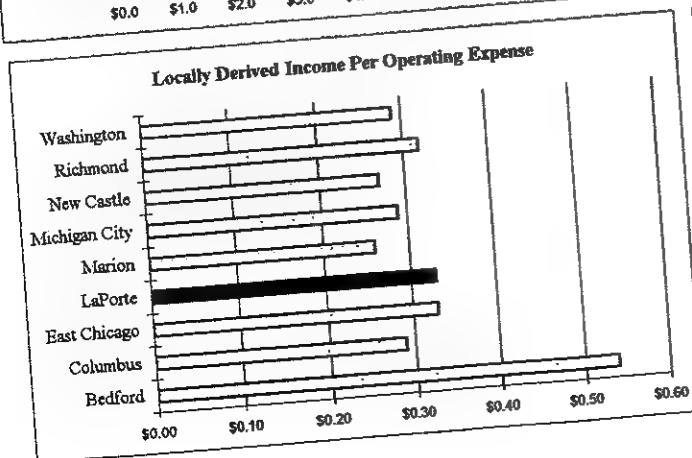
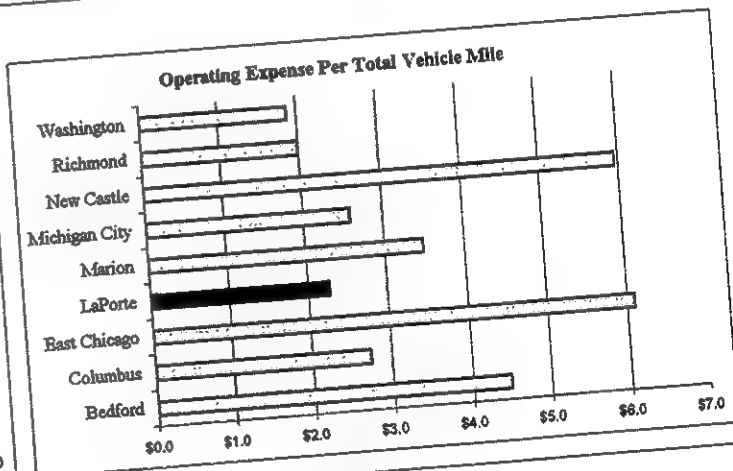
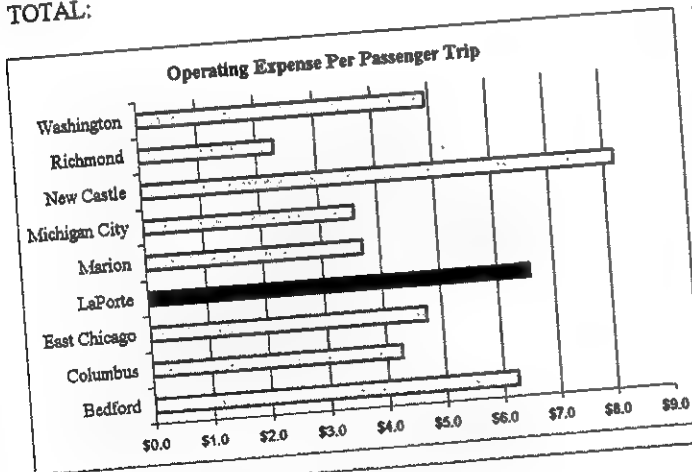
Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.28
Operating Expense Per Passenger Trip:	\$6.59
Passenger Trips Per Total Vehicle Mile:	0.35
Passenger Trips Per Capita:	3.29

Financial Performance

Operating Subsidy:	\$387,195
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$154,604
Locally Derived Income Per Operating Expense:	\$0.33
Fare Recovery Ratio:	14%

PEER GROUP PERFORMANCE COMPOSITE



LCEOC Transaction

5518 Calumet Avenue
Hammond, IN 46320
(219) 937-3500

CONTACT: John Schoon, Associate Director of Transportation Services

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Lake and Porter Counties
Service Population: 604,526

SERVICE HOURS

Weekday: 8:30 am - 5:00 pm
Saturday: By appointment
Sunday: No Service
Holidays Without Service: 12

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	37	9
Maintenance:	2	0
Administration:	<u>1</u>	<u>13</u>
Total:	40	22

FARE STRUCTURE

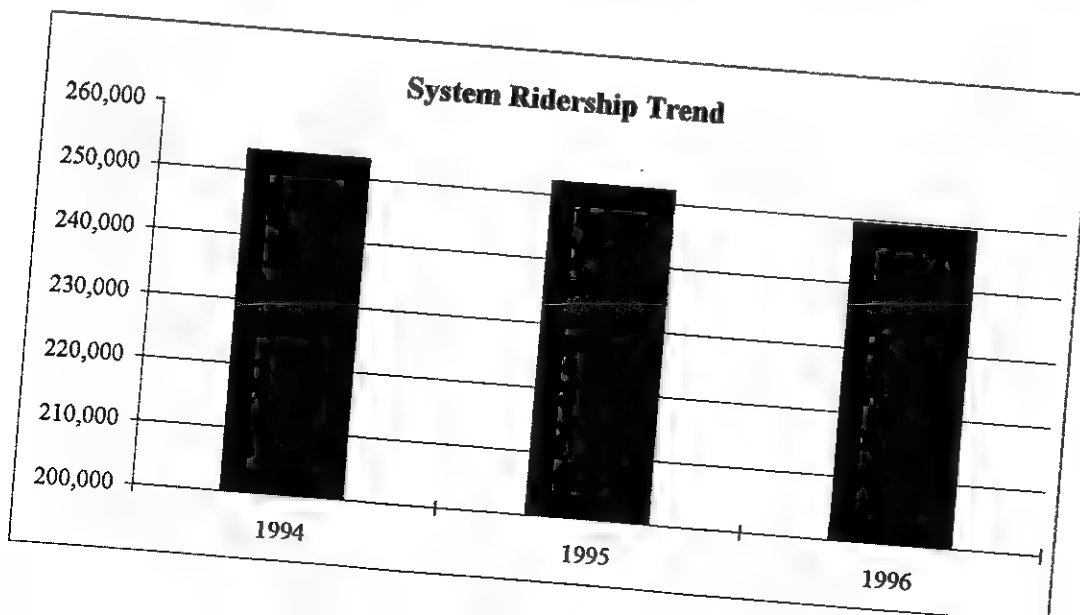
Express: N/A
Base: N/A
Youth: N/A
Elderly/Disabled: N/A
Transfer: N/A
Other/Special: Suggested Donation \$.50 - \$1.00

OPERATION CHARACTERISTICS

Revenue Vehicles: 45
Peak Hour Fleet: 46
Base Fleet: 46
Road Calls: 20
Fuel Consumption: 99,043

RIDERSHIP TREND

1994	253,200
1995	252,100
1996	249,537



GROUP: 4

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$475,310
Other Salaries/Wages:	\$106,386
Fringe:	\$120,774
Services:	\$34,615
Materials and Supplies:	\$384,024
Utilities:	\$36,603
Casualty/Liability:	\$166,888
Purchased Transportation:	\$0
Other:	\$71,043
TOTAL:	\$1,395,643

Revenue Summary

Fare Revenue:	\$234,350
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$426,126
State Assistance:	\$485,308
Federal Assistance:	\$249,859
TOTAL:	\$1,395,643

Capital Grant Awards

Local:	\$17,032
State PMTF:	\$17,032
Federal:	\$23,632
TOTAL:	\$57,696

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	249,537
Total Vehicle Miles:	764,775
Revenue Vehicle Miles:	734,498

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.82
Operating Expense Per Passenger Trip:	\$5.59
Passenger Trips Per Total Vehicle Mile:	0.33
Passenger Trips Per Capita:	0.41

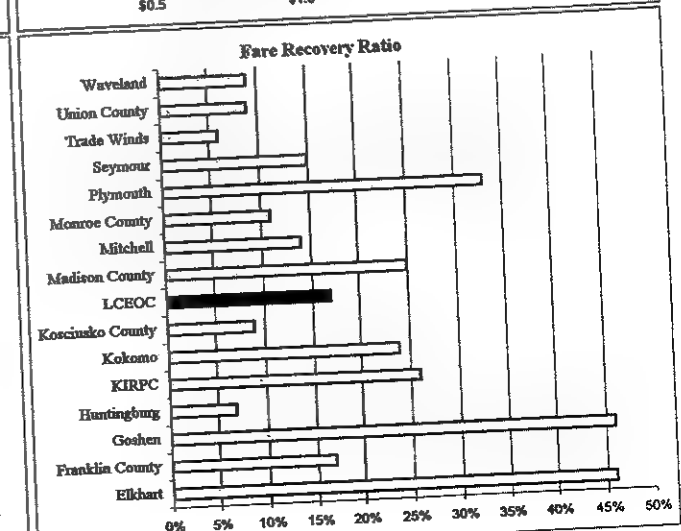
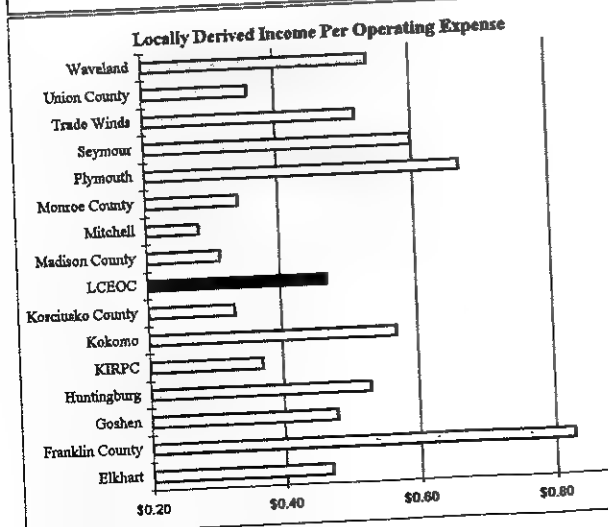
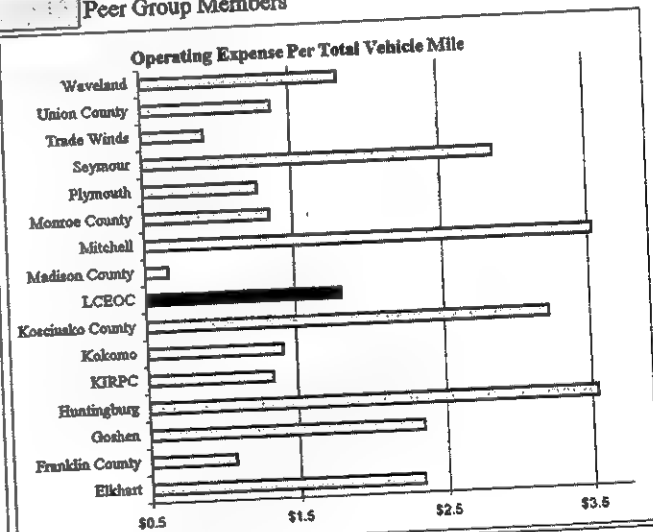
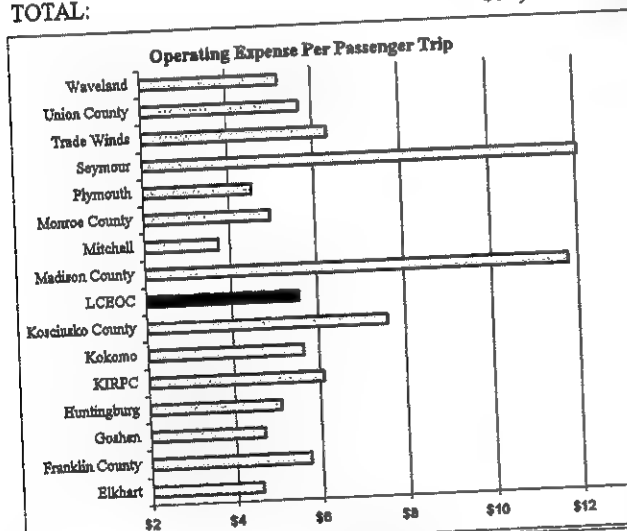
Financial Performance

Operating Subsidy:	\$1,161,293
Operating Subsidy Ratio:	83%
Locally Derived Income:	\$660,476
Locally Derived Income Per Operating Expense:	\$0.47
Fare Recovery Ratio:	17%

PEER GROUP PERFORMANCE COMPOSITE

██████ LCEOC Transaction

░░░░ Peer Group Members



Marion Transportation System

301 South Branson St.
Marion, IN 46952
(317) 668-4405

CONTACT: Orville Fitzjarrald, Manager

GENERAL INFORMATION

Type of Service: Fixed Route
Service Area: Marion City Limits
Service Population: 32,618

SERVICE HOURS

Weekday: 7:00 am - 5:00 pm
Saturday: No service
Sunday: No service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	4	2
Maintenance:	1	1
Administration:	<u>2</u>	<u>2</u>
Total:	7	5

FARE STRUCTURE

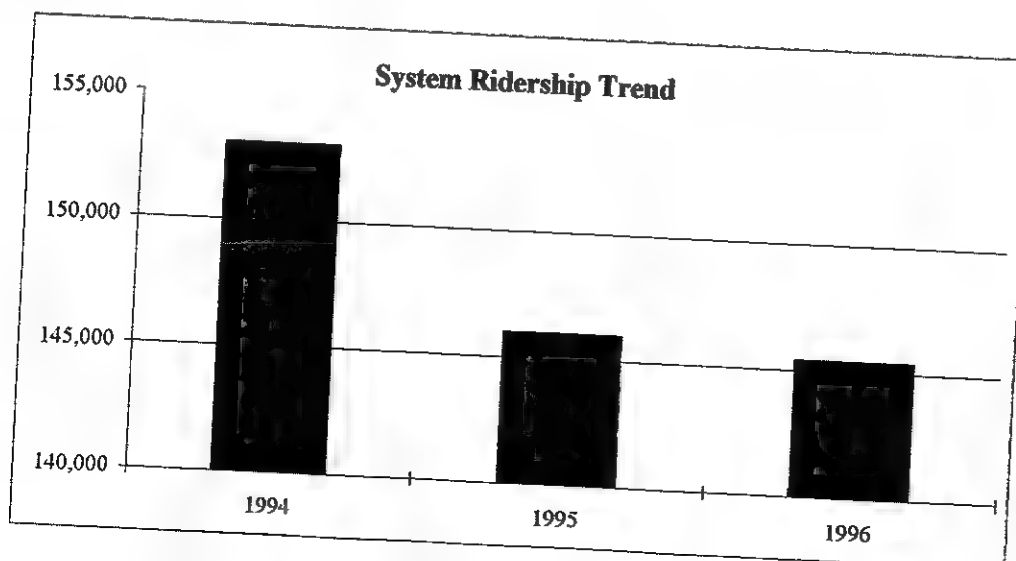
Express: N/A
Base: 0.50
Youth: 0.25
Elderly/Disabled: 0.50
Transfer: Free
Other/Special: E & H Fare \$0.25 with ID; E & H ID Card \$1.00/Year
Tokens \$10.00/40 Rides

OPERATION CHARACTERISTICS

Revenue Vehicles: 16
Peak Hour Fleet: 4
Base Fleet: 4
Road Calls: 3
Fuel Consumption: 26,992

RIDERSHIP TREND

1994	153,044
1995	146,008
1996	145,409



GROUP: 3

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$138,956
Other Salaries/Wages:	\$130,735
Fringe:	\$92,181
Services:	\$43,260
Materials and Supplies:	\$56,713
Utilities:	\$9,644
Casualty/Liability:	\$60,978
Purchased Transportation:	\$0
Other:	\$4,869
TOTAL:	\$537,336

Revenue Summary

Fare Revenue:	\$32,550
Charter/Other:	\$0
Contra & Other Fed./State:	\$2,685
Local Assistance:	\$109,251
State Assistance:	\$141,800
Federal Assistance:	\$251,050
TOTAL:	\$537,336

Capital Grant Awards

Local:	\$29,241
State PMTF:	\$29,239
Federal:	\$252,397
TOTAL:	\$310,877

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	145,409
Total Vehicle Miles:	154,117
Revenue Vehicle Miles:	148,904

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.49
Operating Expense Per Passenger Trip:	\$3.70
Passenger Trips Per Total Vehicle Mile:	0.94
Passenger Trips Per Capita:	4.46

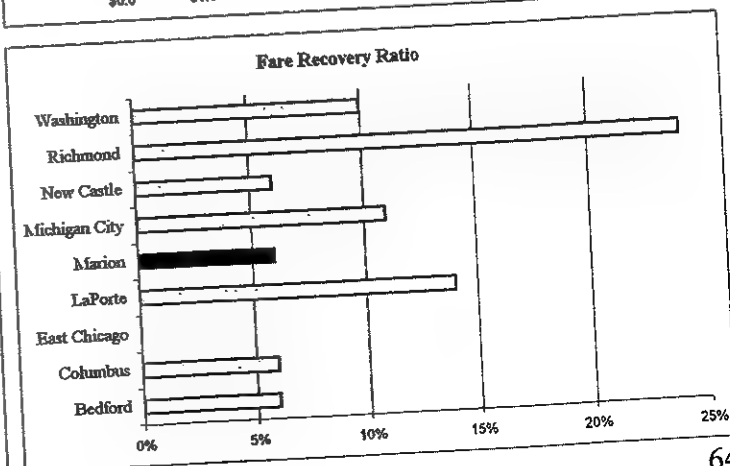
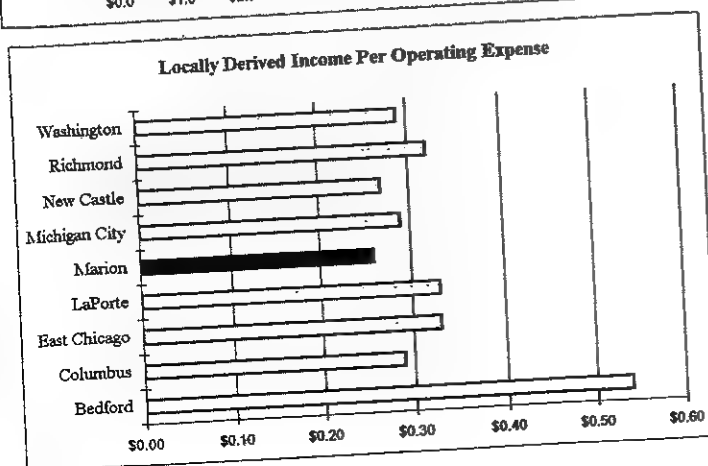
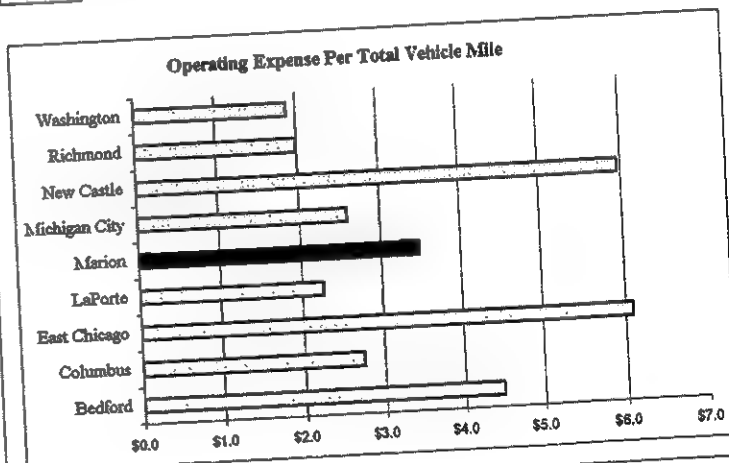
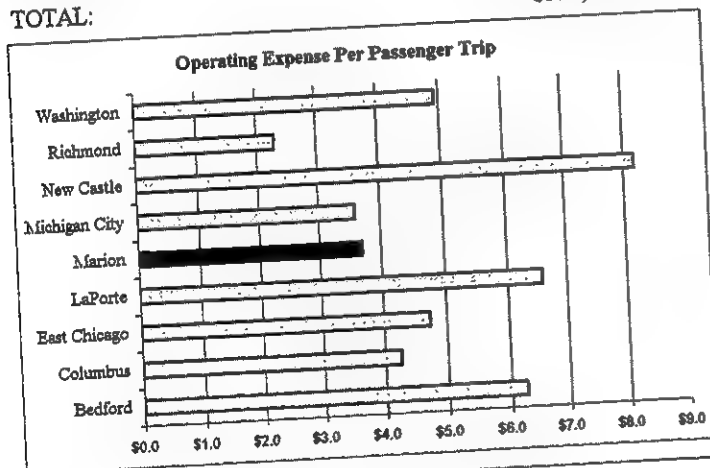
Financial Performance

Operating Subsidy:	\$502,101
Operating Subsidy Ratio:	93%
Locally Derived Income:	\$141,801
Locally Derived Income Per Operating Expense:	\$0.26
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

Marion Transportation System

Peer Group Members



Michigan City Municipal Coach Service

1402 W. Garfield St.
Michigan City, IN 46360
(219) 873-1502

CONTACT: Walter Gipson, Foreman

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Michigan City Limits & Trail Creek
Service Population: 36,274

SERVICE HOURS

Weekday: 6:30 am - 6:30 pm
Saturday: 8:30 am - 6:30 pm
Sunday: No Service
Holidays Without Service: 7

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	12	0
Maintenance:	2	0
Administration:	2	1
Total:	16	1

FARE STRUCTURE

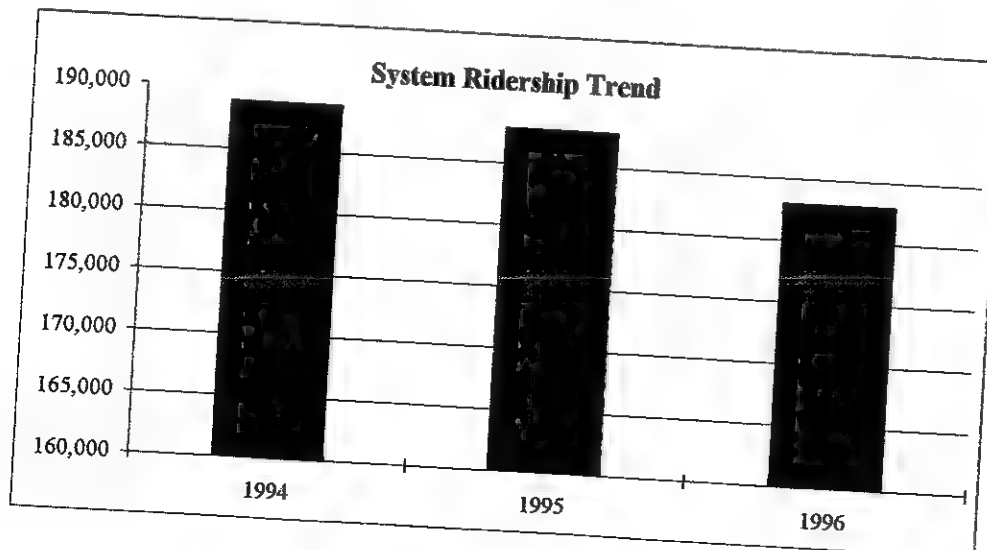
Express: N/A
Base: 0.50
Youth: 0.25
Elderly/Disabled: 0.25
Transfer: Free
Other/Special: Pass \$18.00/Month
Youth Pass \$9.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 7
Peak Hour Fleet: 5
Base Fleet: 5
Road Calls: 28
Fuel Consumption: 32,421

RIDERSHIP TREND

1994	188,867
1995	187,822
1996	182,952



GROUP: 3

Michigan City

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$350,091
Other Salaries/Wages:	\$0
Fringe:	\$161,073
Services:	\$11,977
Materials and Supplies:	\$63,268
Utilities:	\$15,455
Casualty/Liability:	\$49,743
Purchased Transportation:	\$0
Other:	\$5,152
TOTAL:	\$656,759

Revenue Summary

Fare Revenue:	\$70,528
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$117,531
State Assistance:	\$186,200
Federal Assistance:	\$282,500
TOTAL:	\$656,759

Capital Grant Awards

Local:	\$10,213
State PMTF:	\$10,213
Federal:	\$81,704
TOTAL:	\$102,130

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	182,952
Total Vehicle Miles:	252,624
Revenue Vehicle Miles:	248,727

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.60
Operating Expense Per Passenger Trip:	\$3.59
Passenger Trips Per Total Vehicle Mile:	0.72
Passenger Trips Per Capita:	5.04

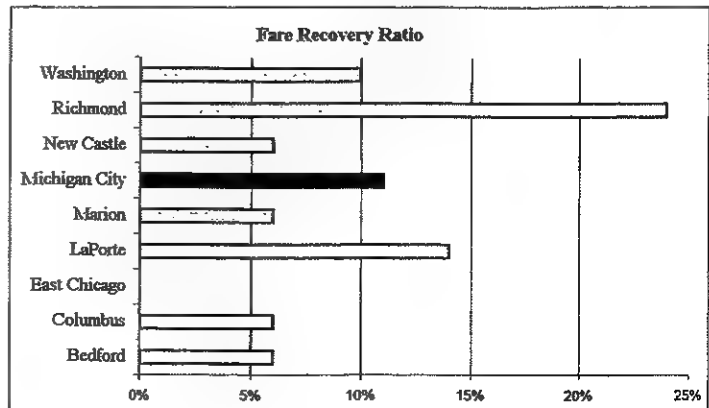
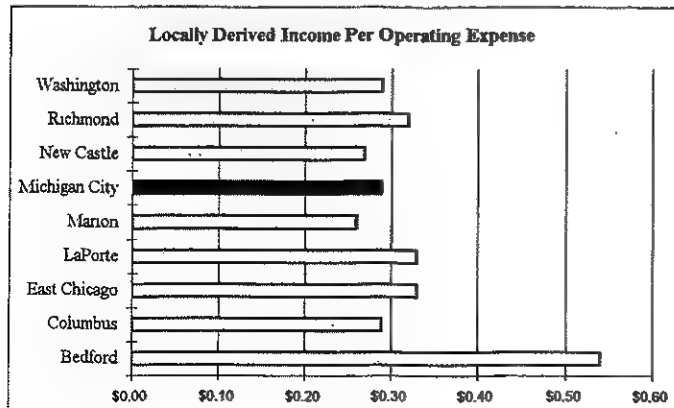
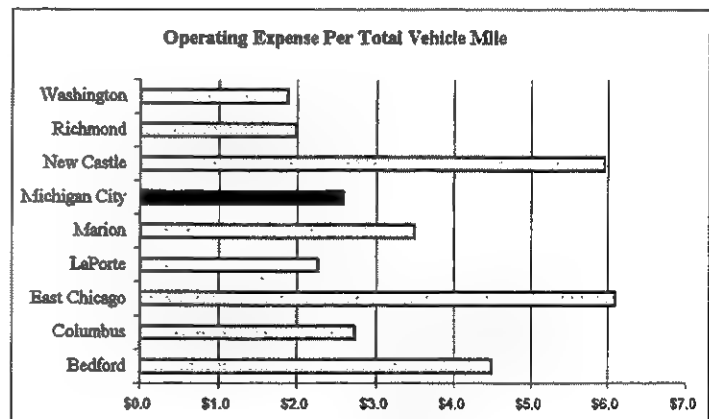
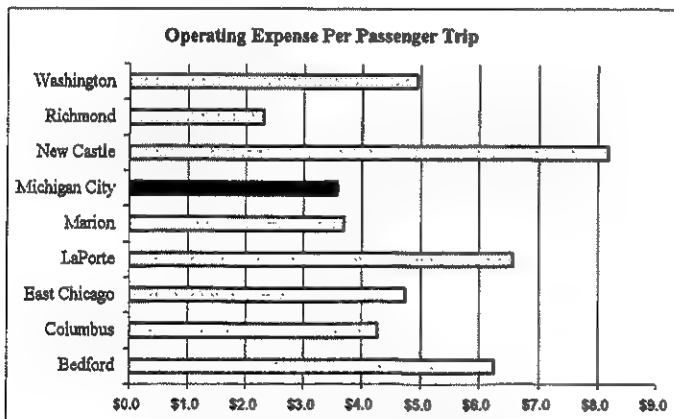
Financial Performance

Operating Subsidy:	\$586,231
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$188,059
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	11%

PEER GROUP PERFORMANCE COMPOSITE

Michigan City Municipal Coach Service

Peer Group Members



Mitchell Transit System

407 South 6th Street
Mitchell, IN 47446
(812) 849-2151

CONTACT: Alma Lindley, Operations Manager

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Mitchell City Limits
Service Population: 4,669

SERVICE HOURS

Weekday: 8:00 am - 4:30 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 8

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	1	0
Maintenance:	0	1
Administration:	<u>0</u>	<u>2</u>
Total:	1	3

FARE STRUCTURE

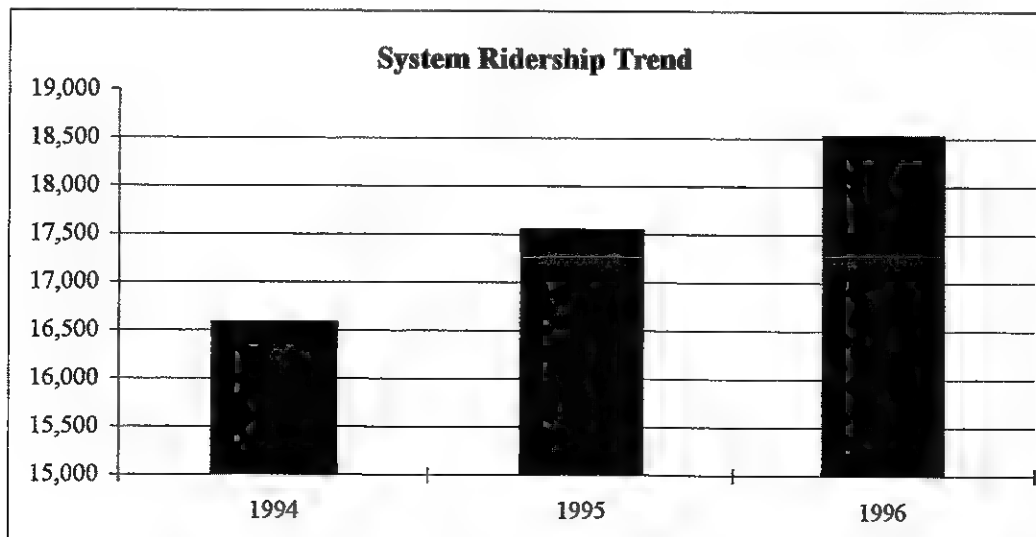
Express: N/A
Base: \$0.75
Youth: \$0.75
Elderly/Disabled: \$0.50
Transfer: N/A
Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 2
Peak Hour Fleet: 2
Base Fleet: 1
Road Calls: 0
Fuel Consumption: 3,443

RIDERSHIP TREND

1994	16,578
1995	17,544
1996	18,528



GROUP: 4

Mitchell

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$17,488
Other Salaries/Wages:	\$22,424
Fringe:	\$10,899
Services:	\$8,915
Materials and Supplies:	\$4,741
Utilities:	\$2,225
Casualty/Liability:	\$1,264
Purchased Transportation:	\$0
Other:	\$1,295
TOTAL:	\$69,251

Revenue Summary

Fare Revenue:	\$9,519
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$10,174
State Assistance:	\$19,692
Federal Assistance:	\$29,866
TOTAL:	\$69,251

Capital Grant Awards

Local:	\$20,134
State PMTR:	\$20,133
Federal:	\$0
TOTAL:	\$40,267

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	18,528
Total Vehicle Miles:	19,626
Revenue Vehicle Miles:	15,754

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.53
Operating Expense Per Passenger Trip:	\$3.74
Passenger Trips Per Total Vehicle Mile:	0.94
Passenger Trips Per Capita:	3.97

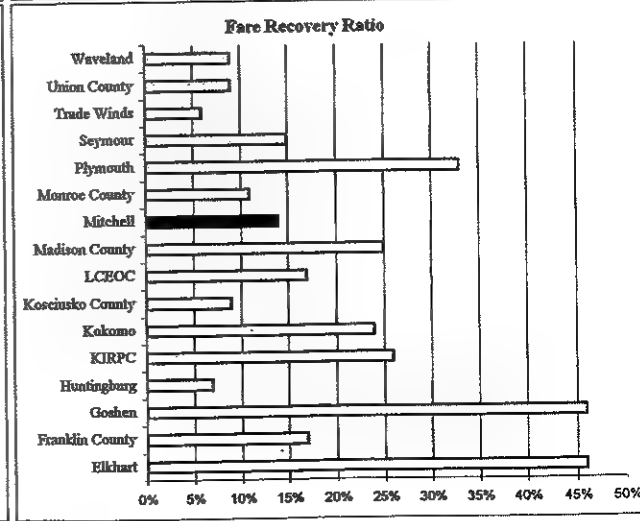
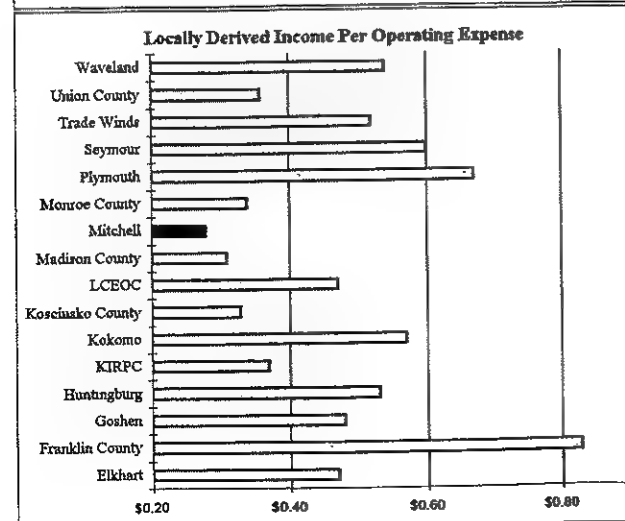
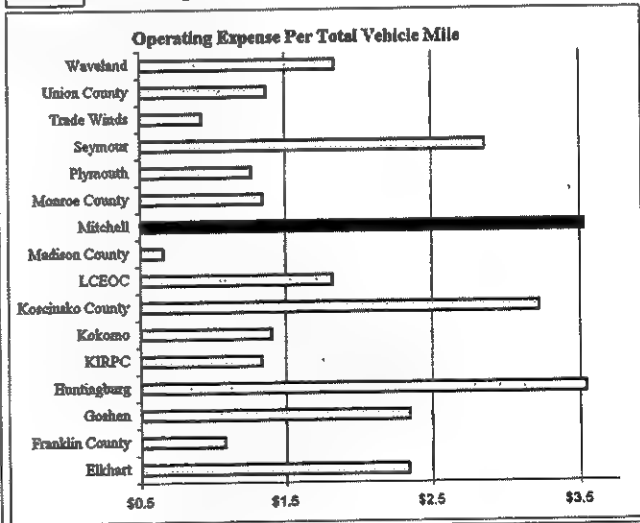
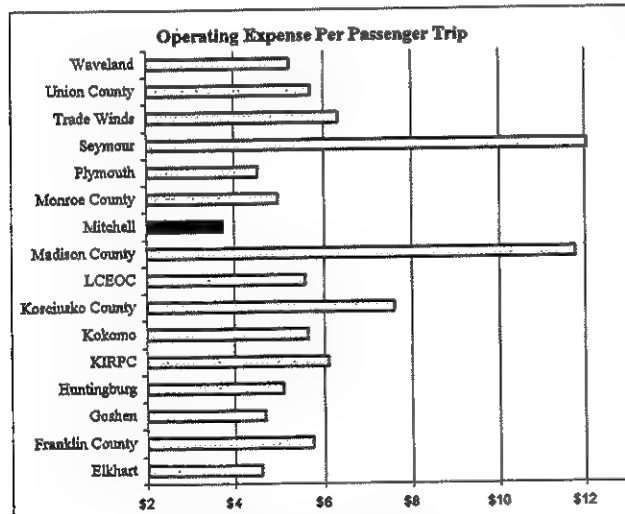
Financial Performance

Operating Subsidy:	\$59,732
Operating Subsidy Ratio:	86%
Locally Derived Income:	\$19,693
Locally Derived Income Per Operating Expense:	\$0.28
Fare Recovery Ratio:	14%

PEER GROUP PERFORMANCE COMPOSITE

Mitchell Transit System

Peer Group Members



Rural Transit

2129 Yost Avenue
Bloomington, IN 47403
(812) 334-1078

CONTACT: Jewel Echelbarger, Program Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Monroe, Owen & Southern Putnam Counties
Service Population: 136,300

SERVICE HOURS

Weekday: 5:50 am - 6:45 pm
Saturday: No service
Sunday: No service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	6	10
Maintenance:	1	1
Administration:	<u>2</u>	<u>2</u>
Total:	9	13

FARE STRUCTURE

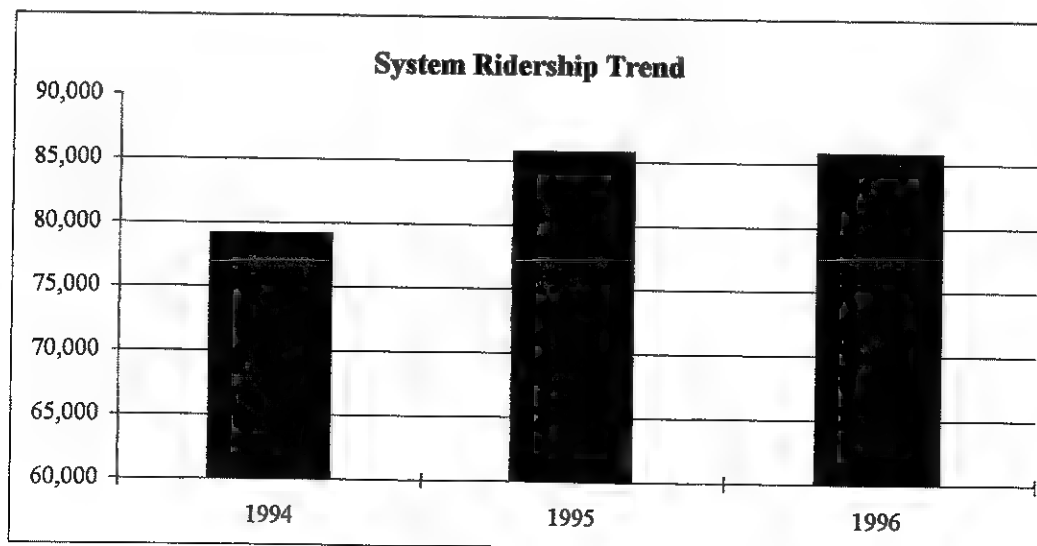
Express: N/A
Base: 0.75
Youth: 0.50
Elderly/Disabled: 0.75
Transfer: N/A
Other/Special: One-county Pass \$9.50/Month
Two-county Pass \$18.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 13
Peak Hour Fleet: 13
Base Fleet: 13
Road Calls: 8
Fuel Consumption: 34,992

RIDERSHIP TREND

1994	79,139
1995	85,752
1996	85,771



GROUP: 4

Monroe County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$211,788
Other Salaries/Wages:	\$0
Fringe:	\$34,697
Services:	\$9,143
Materials and Supplies:	\$88,506
Utilities:	\$5,957
Casualty/Liability:	\$38,073
Purchased Transportation:	\$0
Other:	\$38,108
TOTAL:	\$426,272

Revenue Summary

Fare Revenue:	\$45,223
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$98,393
State Assistance:	\$92,131
Federal Assistance:	\$190,525
TOTAL:	\$426,272

Capital Grant Awards

Local:	\$98,824
State PMTF:	\$53,850
Federal:	\$407,928
TOTAL:	\$560,602

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	85,771
Total Vehicle Miles:	314,924
Revenue Vehicle Miles:	254,773

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.35
Operating Expense Per Passenger Trip:	\$4.97
Passenger Trips Per Total Vehicle Mile:	0.27
Passenger Trips Per Capita:	0.63

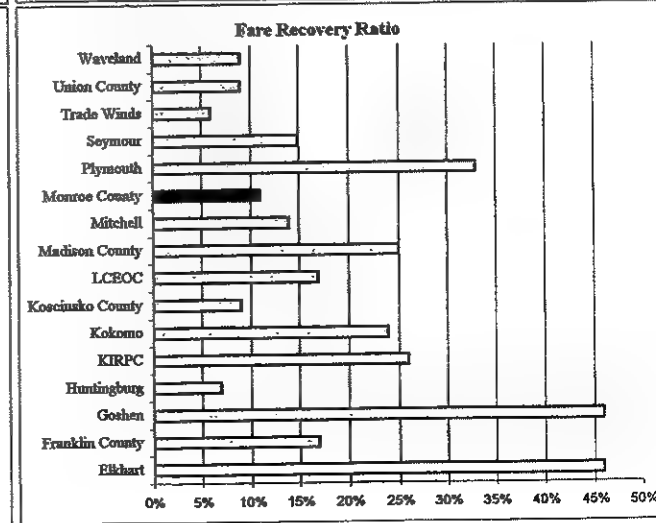
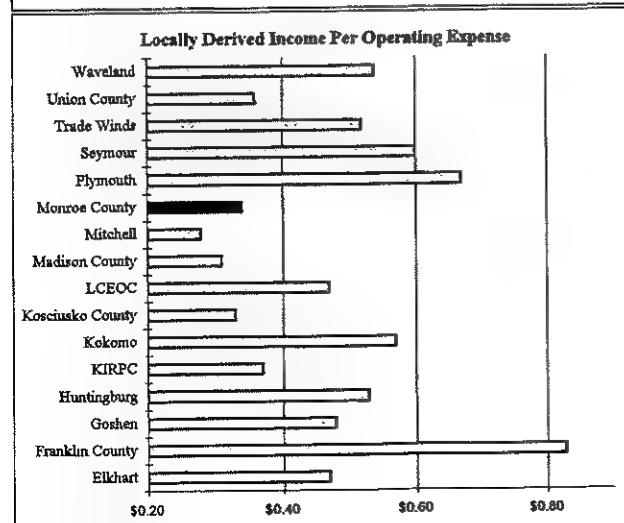
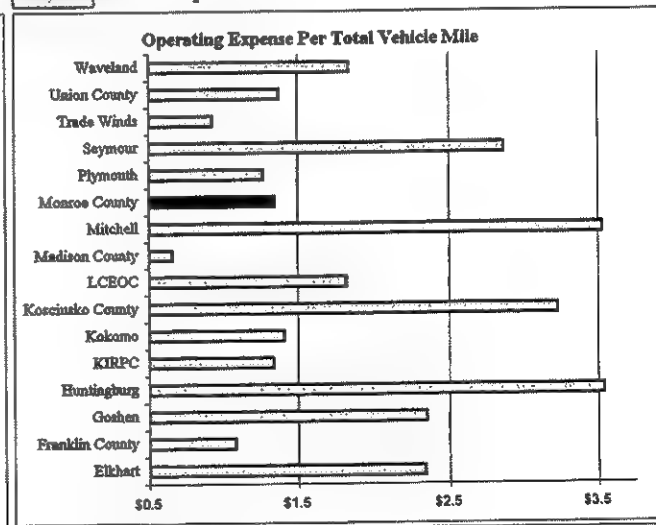
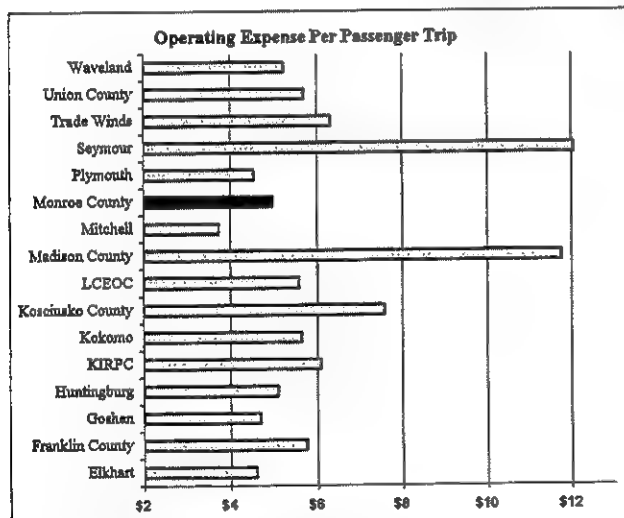
Financial Performance

Operating Subsidy:	\$381,049
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$143,616
Locally Derived Income Per Operating Expense:	\$0.34
Fare Recovery Ratio:	11%

PEER GROUP PERFORMANCE COMPOSITE

 Rural Transit

 Peer Group Members



Muncie Indiana Transit System

1300 E. Seymour St.
Muncie, IN 47302
(317) 282-2762

CONTACT: Larry King, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Fixed Route/City Limits - Demand Response/City Limits
Service Population: 71,035

SERVICE HOURS

Weekday: 6:00 am - 10:30 pm
Saturday: 8:15 am - 10:00 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	41	9
Maintenance:	13	1
Administration:	<u>16</u>	<u>3</u>
Total:	70	13

FARE STRUCTURE

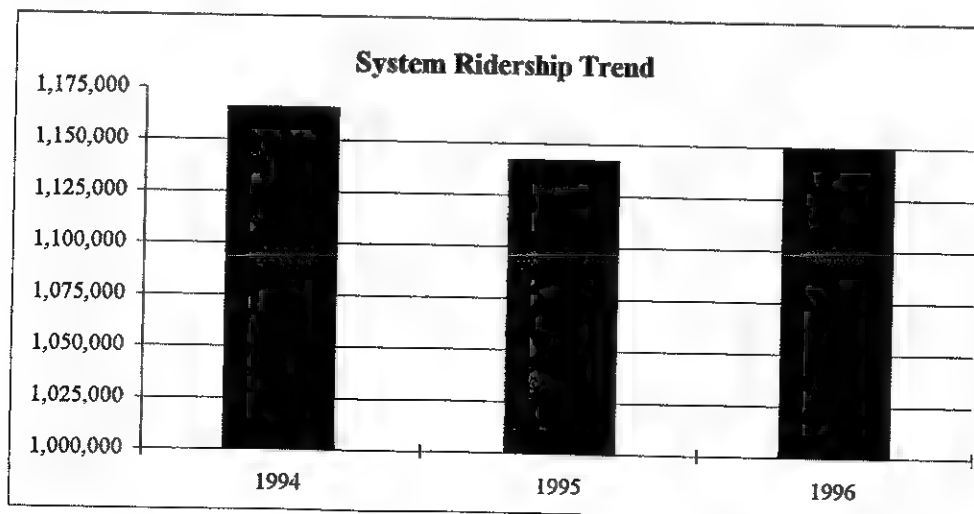
Express: N/A
Base: 0.50
Youth: N/A
Elderly/Disabled: 0.25
Transfer: Free
Other/Special: Pass \$17.50/30 Day, \$43.00/90 Day, \$4.50/10 Ride; E & D Pass \$8.75/30 Day
Token \$0.475/Ride (Must purchase two); Student Token \$0.45/Ride

OPERATION CHARACTERISTICS

Revenue Vehicles: 34
Peak Hour Fleet: 27
Base Fleet: 26
Road Calls: 167
Fuel Consumption: 265,971

RIDERSHIP TREND

1994	1,165,525
1995	1,142,120
1996	1,149,723



GROUP: 2

Muncie

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,117,792
Other Salaries/Wages:	\$713,563
Fringe:	\$704,863
Services:	\$285,790
Materials and Supplies:	\$501,810
Utilities:	\$82,544
Casualty/Liability:	\$150,114
Purchased Transportation:	\$0
Other:	\$144,259
TOTAL:	\$3,700,735

Revenue Summary

Fare Revenue:	\$304,984
Charter/Other:	\$88,802
Contra & Other Fed./State:	\$373
Local Assistance:	\$1,923,899
State Assistance:	\$1,018,215
Federal Assistance:	\$364,462
TOTAL:	\$3,700,735

Capital Grant Awards

Local:	\$74,400
State PMTF:	\$0
Federal:	\$297,600
TOTAL:	\$372,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	1,149,723
Total Vehicle Miles:	1,023,603
Revenue Vehicle Miles:	975,558

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.62
Operating Expense Per Passenger Trip:	\$3.22
Passenger Trips Per Total Vehicle Mile:	1.12
Passenger Trips Per Capita:	16.19

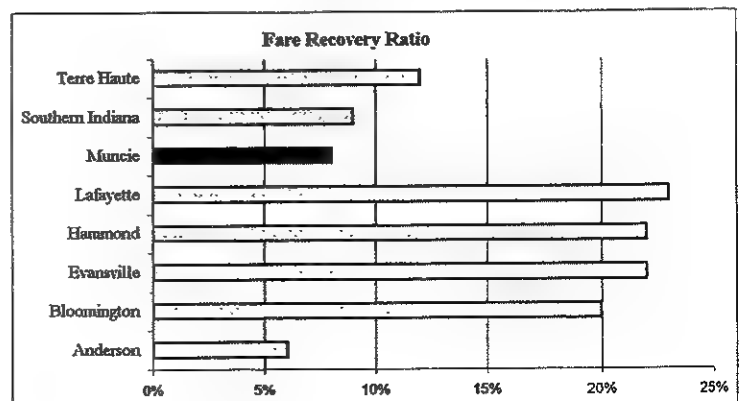
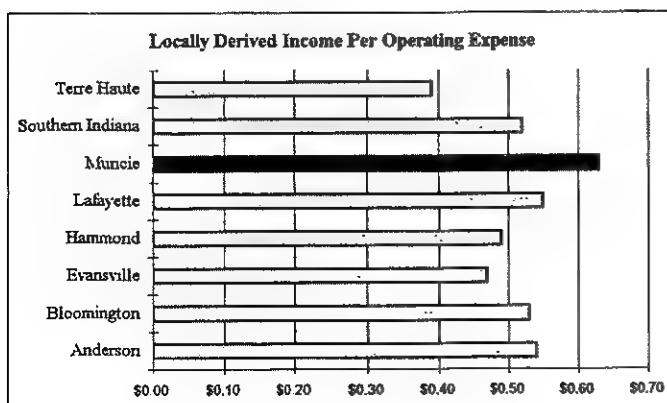
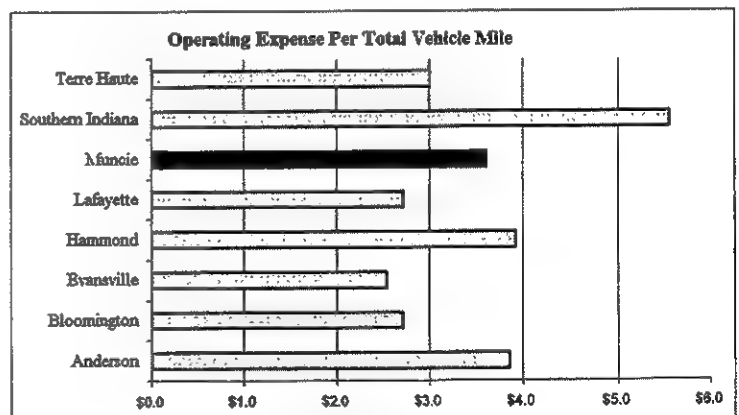
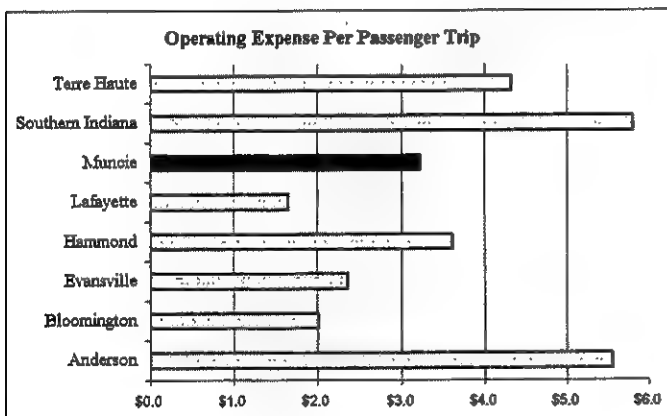
Financial Performance

Operating Subsidy:	\$3,306,576
Operating Subsidy Ratio:	89%
Locally Derived Income:	\$2,317,685
Locally Derived Income Per Operating Expense:	\$0.63
Fare Recovery Ratio:	8%

PEER GROUP PERFORMANCE COMPOSITE

 Muncie Indiana Transit System

 Peer Group Members



Northern Indiana Commuter Transportation District

33 East U.S. Highway 12
Chesterton, IN 46304
(219) 926-5744

CONTACT: Gerald R. Hanas, General Manager

GENERAL INFORMATION

Type of Service: Commuter Rail
Service Area: Rail Corridor between South Bend, IN & Chicago, IL
Service Population: 163,611

SERVICE HOURS

Weekday: 4:02 am - 2:25 am
Saturday: 5:35 am - 1:25 pm
Sunday: 7:05 am - 11:40 pm
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	91	0
Maintenance:	125	0
Administration:	46	0
Total:	262	0

FARE STRUCTURE

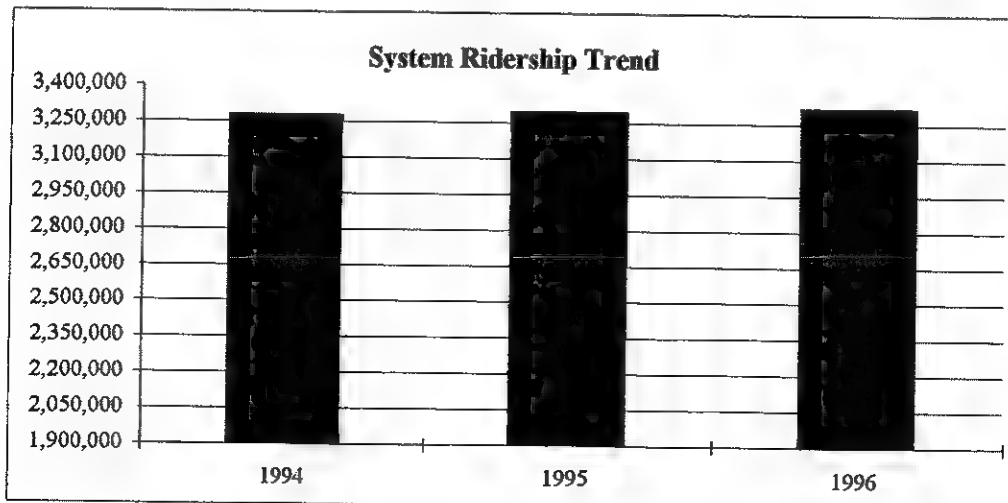
Express:
Base: Based on Zone (\$3.15 - \$9.40)
Youth: Based on Zone (\$1.55 - \$4.70)
Elderly/Disabled: Based on Zone (\$1.55 - \$4.70)
Transfer: N/A
Other/Special: 10 Ride Tickets \$31.50 - \$89.40; 25 Ride Tickets \$70.90 - \$212.00
Monthly \$85.05 - \$265.10; Discounts for Elderly, Youth and Disabled.

OPERATION CHARACTERISTICS

Revenue Vehicles: 56
Peak Hour Fleet: 53
Base Fleet: 22
Road Calls: N/A
Fuel Consumption: 15,359,750

RIDERSHIP TREND

1994	3,275,949
1995	3,295,987
1996	3,315,759



FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$737,434
Other Salaries/Wages:	\$6,100,512
Fringe:	\$4,483,780
Services:	\$764,701
Materials and Supplies:	\$1,379,590
Utilities:	\$1,891,539
Casualty/Liability:	\$2,198,873
Purchased Transportation:	\$0
Other:	\$2,484,803
TOTAL:	\$20,041,232

Revenue Summary

Fare Revenue:	\$11,830,442
Charter/Other:	\$3,884,738
Contra & Other Fed./State:	\$0
Local Assistance:	\$0
State Assistance:	\$2,469,428
Federal Assistance:	\$1,856,624
TOTAL:	\$20,041,232

Capital Grant Awards

Local:	\$307,742
State PMTF:	\$1,179,858
Federal:	\$5,950,400
TOTAL:	\$7,438,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	3,315,759
Total Vehicle Miles:	2,831,852
Revenue Vehicle Miles:	2,681,730

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$7.08
Operating Expense Per Passenger Trip:	\$6.04
Passenger Trips Per Total Vehicle Mile:	1.17
Passenger Trips Per Capita:	20.27

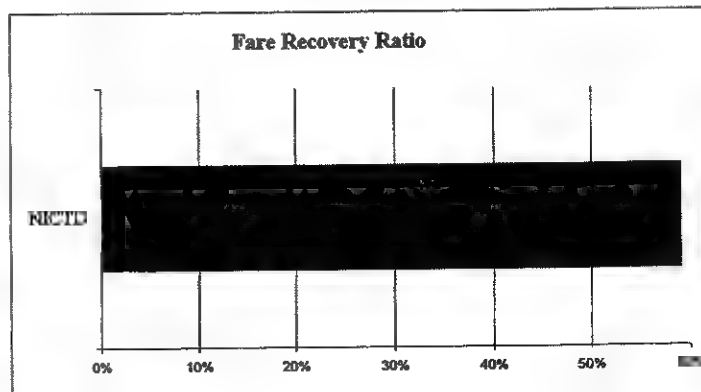
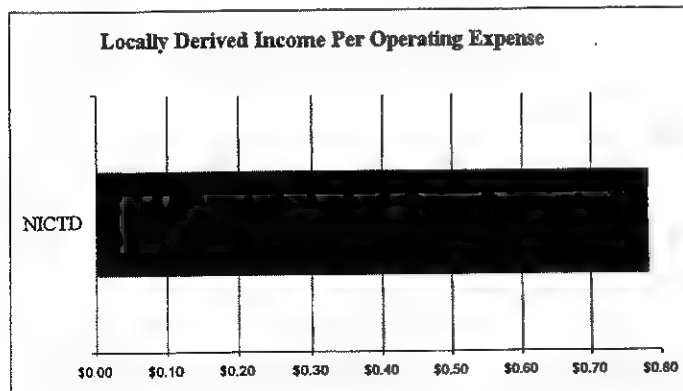
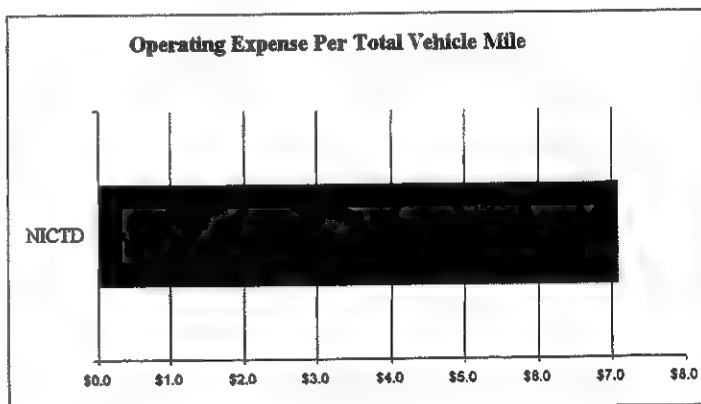
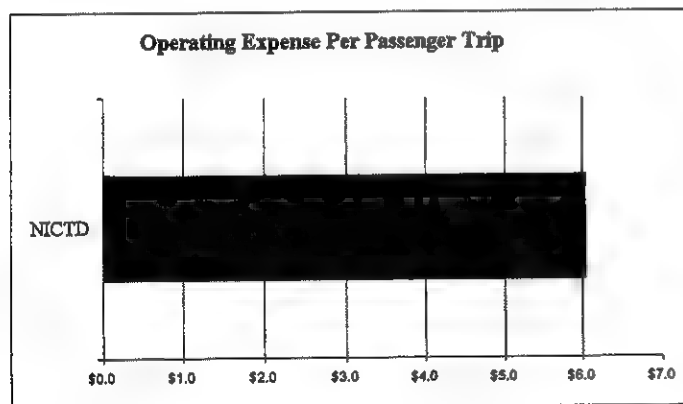
Financial Performance

Operating Subsidy:	\$4,326,052
Operating Subsidy Ratio:	22%
Locally Derived Income:	\$15,715,180
Locally Derived Income Per Operating Expense:	\$0.78
Fare Recovery Ratio:	59%

PEER GROUP PERFORMANCE COMPOSITE

■ Northern Indiana Commuter Transportation District

▨ Peer Group Members (NICTD Is The Only Member Of Its Group)



Rock City Rider

1120 County-City Building
South Bend, IN 46601
(219) 287-1829

CONTACT: Sandi Seanor, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response/User-side Subsidy
Service Area: City of Plymouth
Service Population: 8,303

SERVICE HOURS

Weekday: 8:00 am - 4:30 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 8

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	1	1
Maintenance:	0	0
Administration:	<u>1</u>	<u>0</u>
Total:	2	1

FARE STRUCTURE

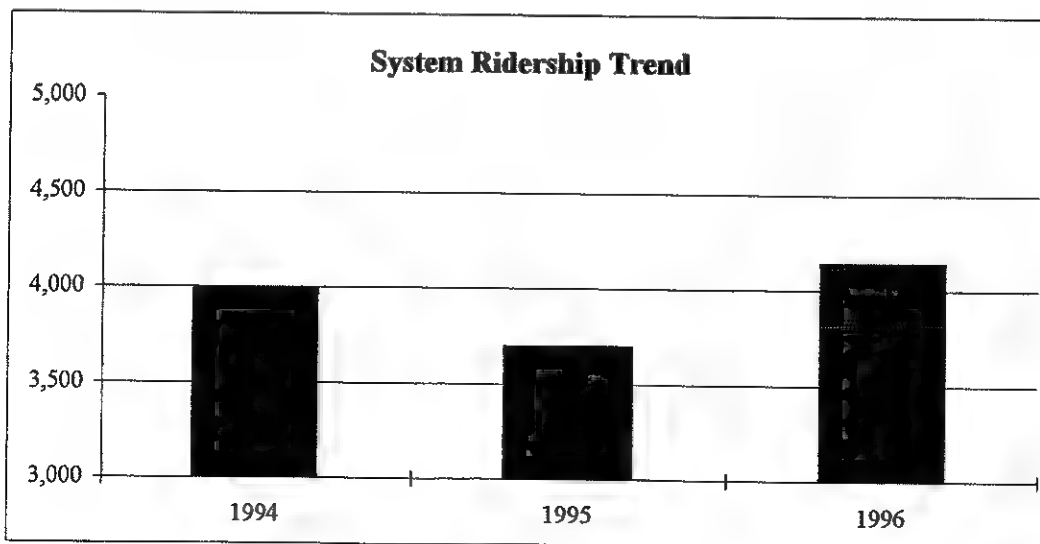
Express: N/A
Base: 3.0
Youth: 3.0
Elderly/Disabled: 1.50
Transfer: N/A
Other/Special: Handicapped fare \$3.00

OPERATION CHARACTERISTICS

Revenue Vehicles: 3
Peak Hour Fleet: 3
Base Fleet: 2
Road Calls: 0
Fuel Consumption: 1,345

RIDERSHIP TREND

1994	3,988
1995	3,696
1996	4,143



GROUP: 4

Plymouth

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$0
Other Salaries/Wages:	\$0
Fringe:	\$0
Services:	\$0
Materials and Supplies:	\$459
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$12,489
Other:	\$5,845
TOTAL:	\$18,793

Revenue Summary

Fare Revenue:	\$6,215
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$6,289
State Assistance:	\$0
Federal Assistance:	\$6,289
TOTAL:	\$18,793

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	4,143
Total Vehicle Miles:	14,797
Revenue Vehicle Miles:	14,797

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.27
Operating Expense Per Passenger Trip:	\$4.54
Passenger Trips Per Total Vehicle Mile:	0.28
Passenger Trips Per Capita:	0.50

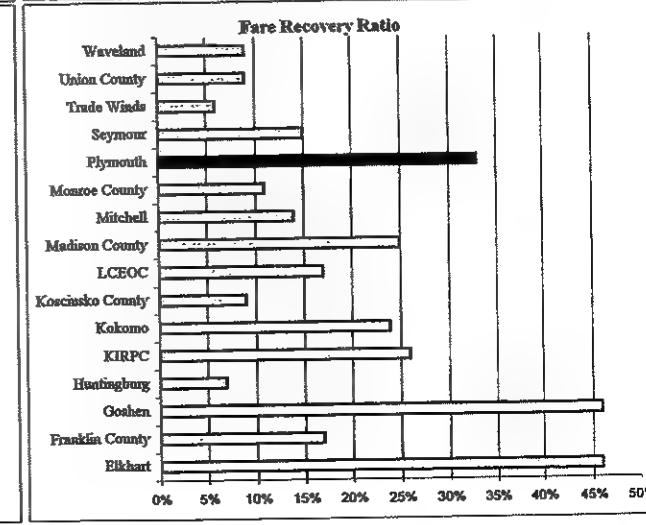
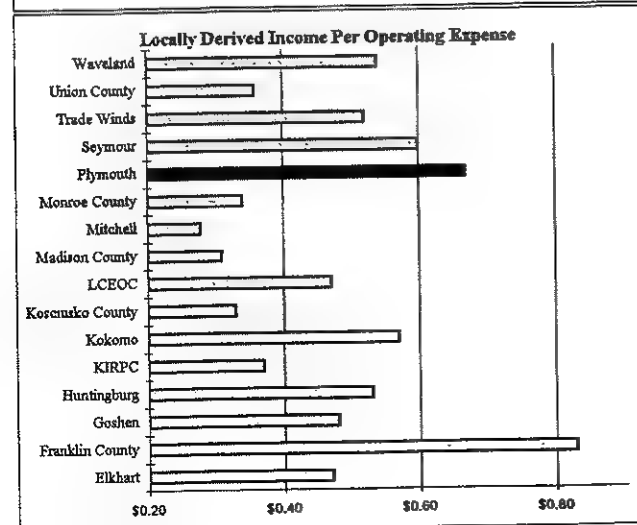
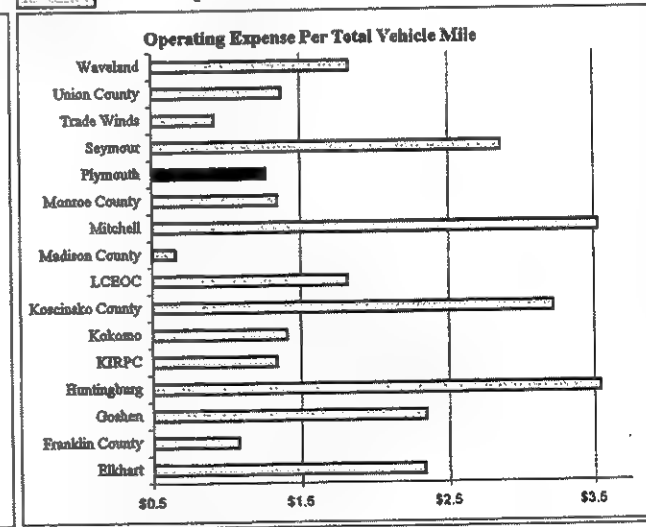
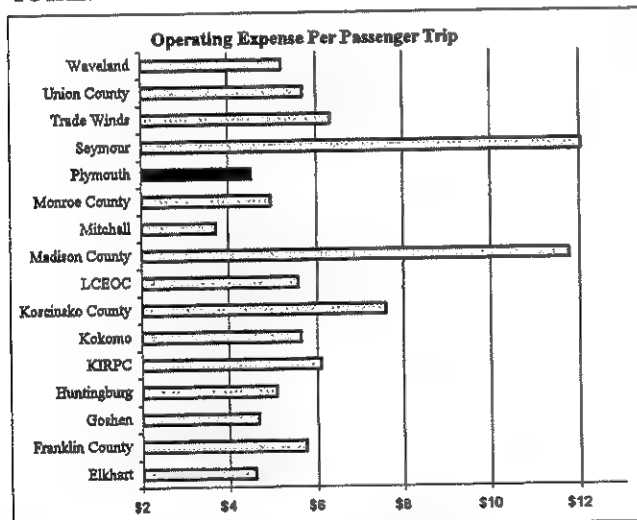
Financial Performance

Operating Subsidy:	\$12,579
Operating Subsidy Ratio:	67%
Locally Derived Income:	\$12,504
Locally Derived Income Per Operating Expense:	\$0.67
Fare Recovery Ratio:	33%

PEER GROUP PERFORMANCE COMPOSITE

Rock City Rider

Peer Group Members



Rose View Transit & Paratransit System

401 South "Q" Street
Richmond, IN 47374
(765) 983-7227

CONTACT: Terri Quinter, Operations Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Richmond City Limits
Service Population: 38,705

SERVICE HOURS

Weekday: 6:15 am - 5:45 pm
Saturday: 10:15 am - 5:45 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	16	1
Maintenance:	1	0
Administration:	<u>3</u>	<u>0</u>
Total:	20	1

FARE STRUCTURE

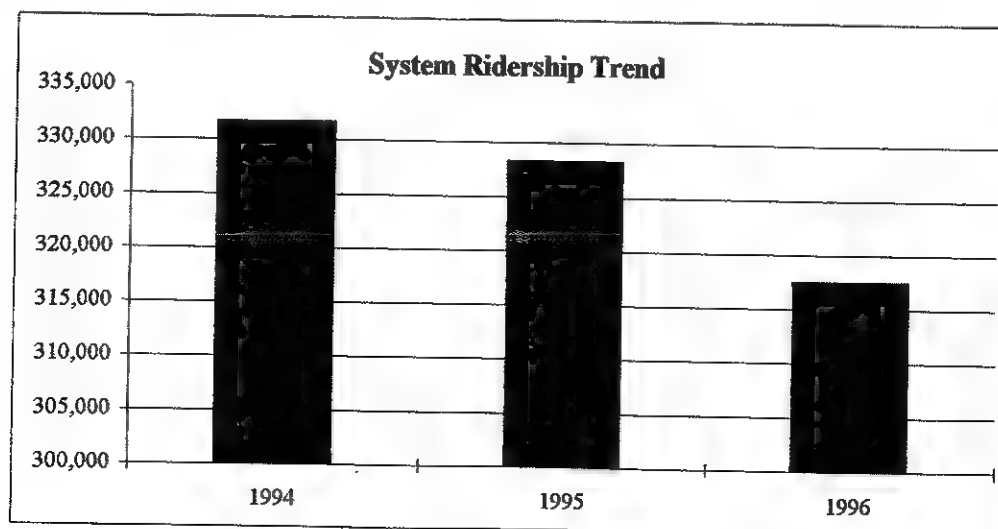
Express: N/A
Base: 0.75
Youth: 0.50
Elderly/Disabled: 0.50
Transfer: Free
Other/Special: Demand Response, Donation
Pass \$25.00/Month; Student, E & H Pass \$17.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 16
Peak Hour Fleet: 10
Base Fleet: 15
Road Calls: 13
Fuel Consumption: 40,770

RIDERSHIP TREND

1994	331,691
1995	328,283
1996	317,484



GROUP: 3

Richmond

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$401,427
Other Salaries/Wages:	\$0
Fringe:	\$170,512
Services:	\$27,079
Materials and Supplies:	\$56,936
Utilities:	\$6,702
Casualty/Liability:	\$68,654
Purchased Transportation:	\$0
Other:	\$643
TOTAL:	\$731,953

Revenue Summary

Fare Revenue:	\$177,637
Charter/Other:	\$13,510
Contra & Other Fed./State:	\$3,377
Local Assistance:	\$40,269
State Assistance:	\$228,448
Federal Assistance:	\$268,714
TOTAL:	\$731,955

Capital Grant Awards

Local:	\$18,400
State PMTF:	\$18,400
Federal:	\$147,200
TOTAL:	\$184,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	317,484
Total Vehicle Miles:	366,680
Revenue Vehicle Miles:	348,788

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.00
Operating Expense Per Passenger Trip:	\$2.31
Passenger Trips Per Total Vehicle Mile:	0.87
Passenger Trips Per Capita:	8.20

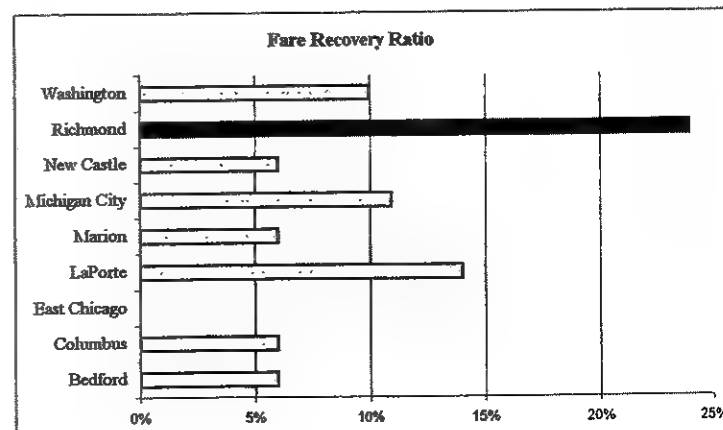
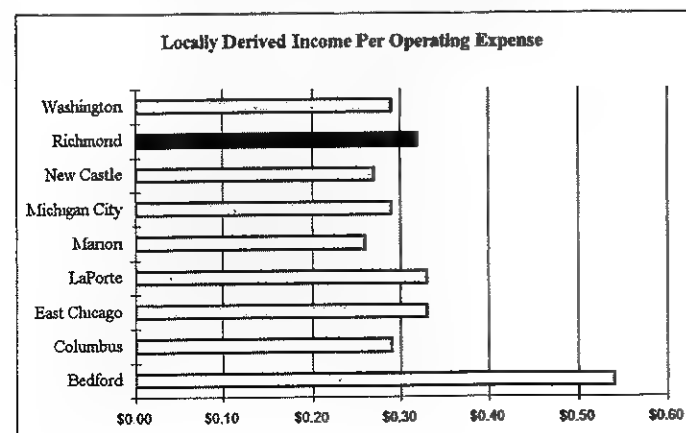
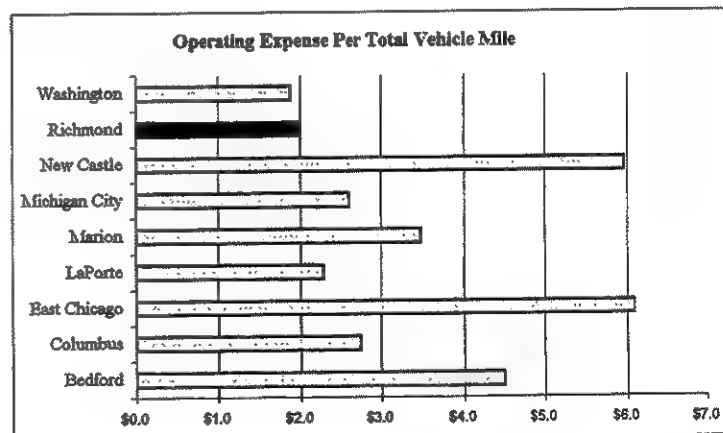
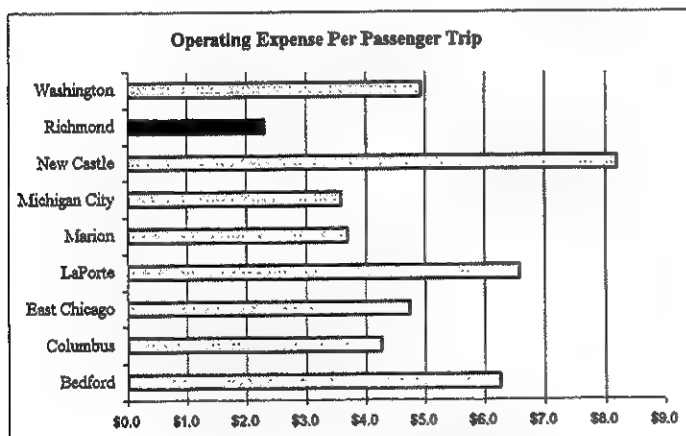
Financial Performance

Operating Subsidy:	\$537,431
Operating Subsidy Ratio:	73%
Locally Derived Income:	\$231,416
Locally Derived Income Per Operating Expense:	\$0.32
Fare Recovery Ratio:	24%

PEER GROUP PERFORMANCE COMPOSITE

 Rose View Transit & Paratransit System

 Peer Group Members



Seymour Transit

220 N. Chestnut St.
Seymour, IN 47274
(812) 522-4746

CONTACT: Martha McIntire, Transit Coordinator

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: City of Seymour
Service Population: 15,576

SERVICE HOURS

Weekday: 7:30 am - 5:30 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 7

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	0	2
Maintenance:	0	0
Administration:	<u>0</u>	<u>2</u>
Total:	0	4

FARE STRUCTURE

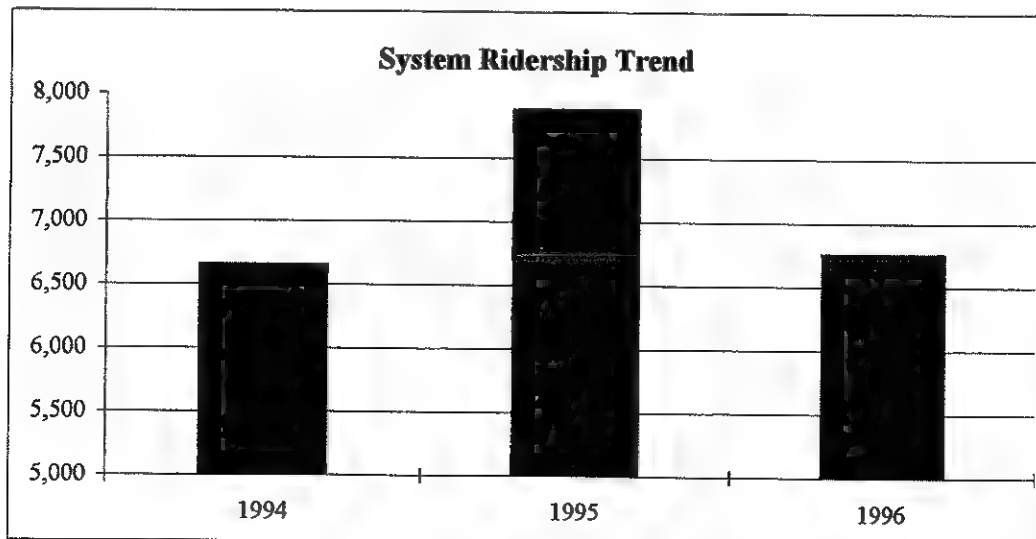
Express: N/A
Base: \$2.50
Youth: 0.75
Elderly/Disabled: 1.50
Transfer: N/A
Other/Special:

OPERATION CHARACTERISTICS

Revenue Vehicles: 2
Peak Hour Fleet: 0
Base Fleet: 0
Road Calls: 0
Fuel Consumption: 2,070

RIDERSHIP TREND

1994	6,656
1995	7,883
1996	6,757



GROUP: 4

Seymour

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$19,795
Other Salaries/Wages:	\$0
Fringe:	\$3,700
Services:	\$6,000
Materials and Supplies:	\$0
Utilities:	\$0
Casualty/Liability:	\$0
Purchased Transportation:	\$47,777
Other:	\$4,178
TOTAL:	\$81,449

Revenue Summary

Fare Revenue:	\$12,497
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$36,606
State Assistance:	\$0
Federal Assistance:	\$32,347
TOTAL:	\$81,449

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	6,757
Total Vehicle Miles:	28,349
Revenue Vehicle Miles:	28,349

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$2.87
Operating Expense Per Passenger Trip:	\$12.05
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	0.43

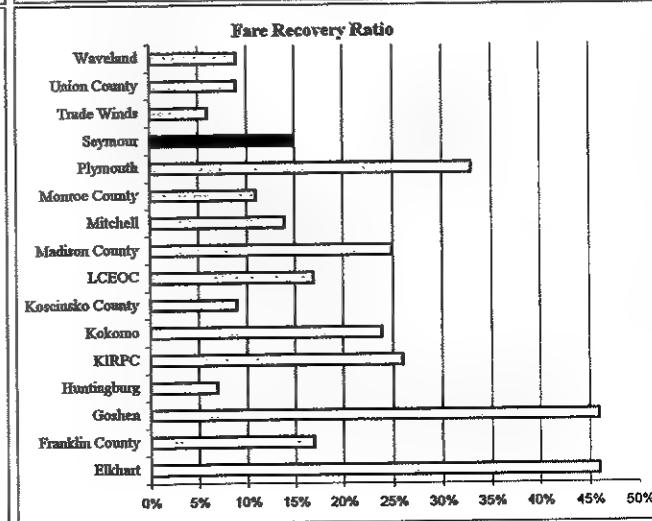
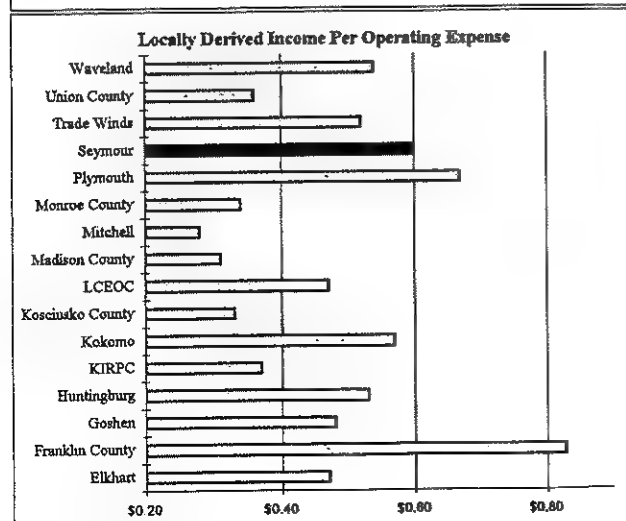
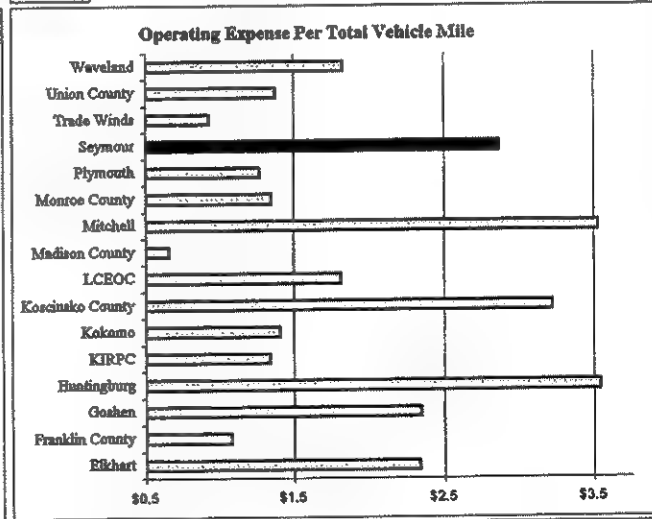
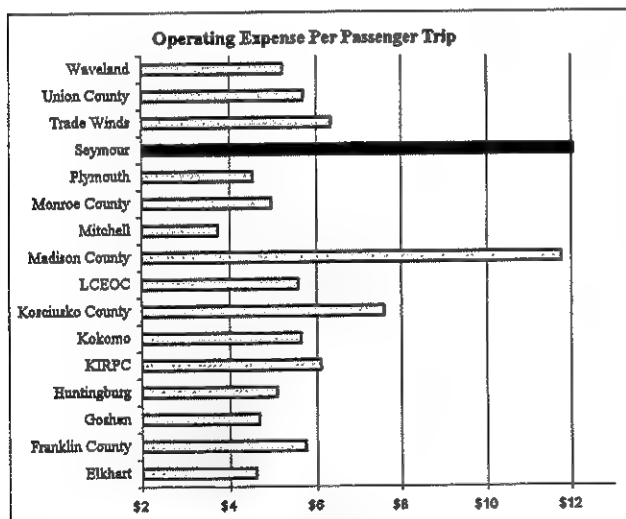
Financial Performance

Operating Subsidy:	\$68,953
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$49,102
Locally Derived Income Per Operating Expense:	\$0.60
Fare Recovery Ratio:	15%

PEER GROUP PERFORMANCE COMPOSITE

 Seymour Transit

 Peer Group Members



South Bend Public Transportation Corporation

901 East Northside Blvd.
South Bend, IN 46617
(219) 232-9901

CONTACT: Bruce A. Zakrzewski, Controller

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: South Bend & Mishawaka Metropolitan Area
Service Population: 148,590

SERVICE HOURS

Weekday: 4:50 am - 10:10 pm
Saturday: 6:50 am - 7:00 pm
Sunday: No Service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	76	8
Maintenance:	17	0
Administration:	6	2
Total:	99	10

FARE STRUCTURE

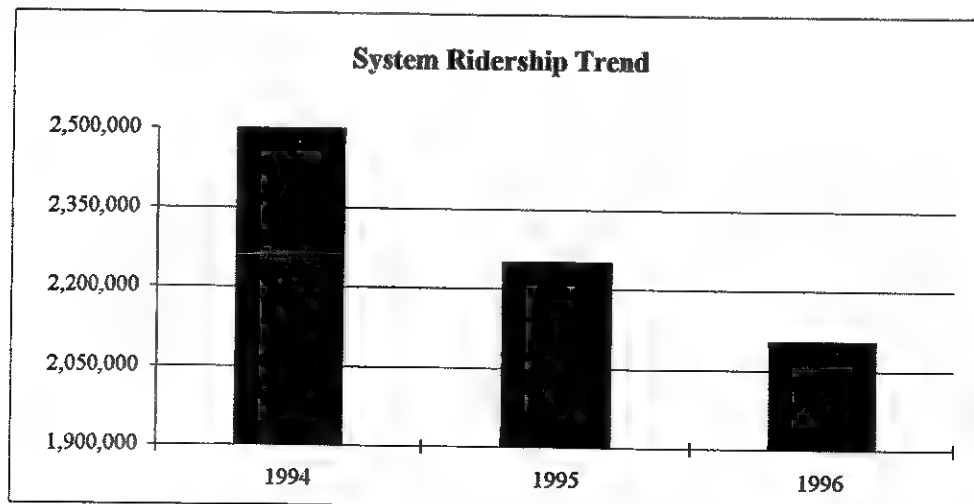
Express: N/A
Base: 0.75
Youth: 0.75
Elderly/Disabled: 0.35
Transfer: Free
Other/Special: Pass \$30.00/Month
Student Pass \$25.00/Month

OPERATION CHARACTERISTICS

Revenue Vehicles: 68
Peak Hour Fleet: 49
Base Fleet: 37
Road Calls: 152
Fuel Consumption: 419,404

RIDERSHIP TREND

1994	2,498,512
1995	2,249,538
1996	2,104,373



GROUP: 1

South Bend

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$1,535,414
Other Salaries/Wages:	\$1,389,359
Fringe:	\$1,303,522
Services:	\$344,042
Materials and Supplies:	\$535,140
Utilities:	\$94,684
Casualty/Liability:	\$240,717
Purchased Transportation:	\$0
Other:	\$601,685
TOTAL:	\$6,044,563

Revenue Summary

Fare Revenue:	\$1,141,199
Charter/Other:	\$232,370
Contra & Other Fed./State:	\$6,192
Local Assistance:	\$2,306,630
State Assistance:	\$1,577,984
Federal Assistance:	\$780,188
TOTAL:	\$6,044,563

Capital Grant Awards

Local:	\$509,771
State PMTF:	\$509,771
Federal:	\$3,569,412
TOTAL:	\$4,588,954

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	2,104,373
Total Vehicle Miles:	1,834,800
Revenue Vehicle Miles:	1,696,412

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.29
Operating Expense Per Passenger Trip:	\$2.87
Passenger Trips Per Total Vehicle Mile:	1.15
Passenger Trips Per Capita:	14.16

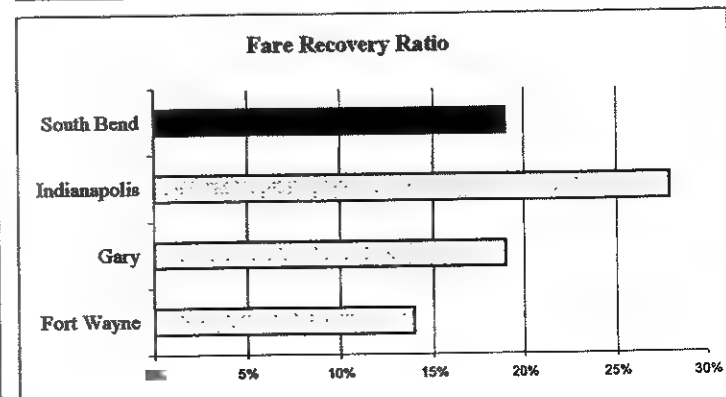
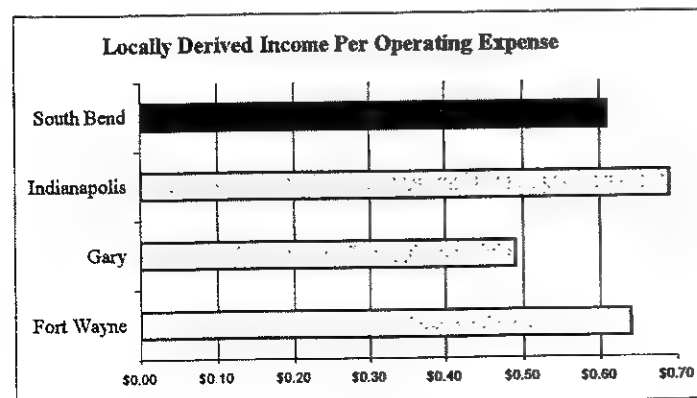
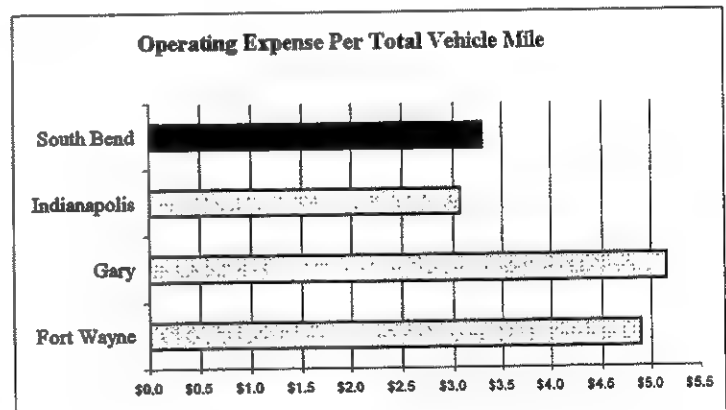
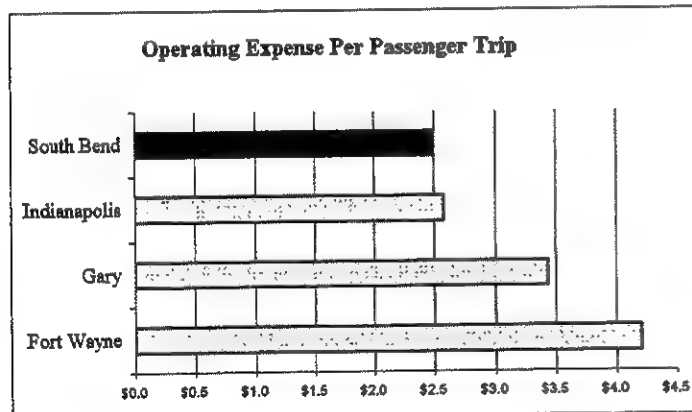
Financial Performance

Operating Subsidy:	\$4,664,802
Operating Subsidy Ratio:	77%
Locally Derived Income:	\$3,680,199
Locally Derived Income Per Operating Expense:	\$0.61
Fare Recovery Ratio:	19%

PEER GROUP PERFORMANCE COMPOSITE

South Bend Public Transportation Corporation

Peer Group Members



Transit Authority of River City

1000 West Broadway
Louisville, KY 40203
(502) 561-5111

CONTACT: J. Barry Barker, Executive Director

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: New Albany, Clarksville & Jeffersonville City Limits
Service Population: 77,996

SERVICE HOURS

Weekday: 4:41 am - 8:14 pm
Saturday: 9:00am-6:00pm
Sunday: No service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	403	41
Maintenance:	130	0
Administration:	<u>63</u>	<u>0</u>
Total:	596	41

FARE STRUCTURE

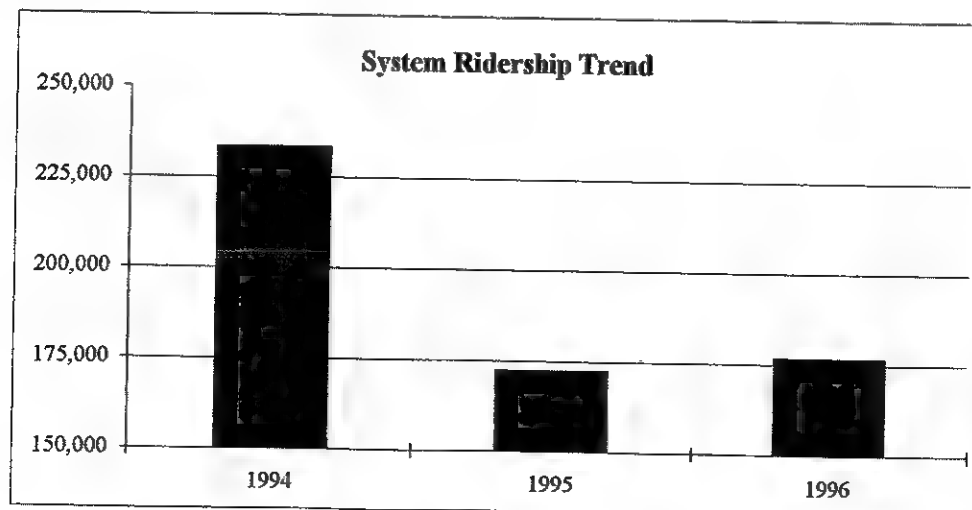
Express: N/A
Base: \$1.00 Peak, \$.75 Off-Peak
Youth: 0.50
Elderly/Disabled: 0.50
Transfer: Free
Other/Special: Commuter Tickets \$5.00/10 Tickets
E&H Tickets \$4.00/10 Tickets; Monthly Pass \$23.00

OPERATION CHARACTERISTICS

Revenue Vehicles: N/A
Peak Hour Fleet: 7
Base Fleet: 2
Road Calls: 113
Fuel Consumption: 50,374

RIDERSHIP TREND

1994	233,267
1995	172,270
1996	176,615



GROUP: 2

Southern Indiana

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$484,007
Other Salaries/Wages:	\$0
Fringe:	\$280,588
Services:	\$30,173
Materials and Supplies:	\$72,003
Utilities:	\$14,120
Casualty/Liability:	\$26,377
Purchased Transportation:	\$106,013
Other:	\$12,115
TOTAL:	\$1,025,396

Revenue Summary

Fare Revenue:	\$88,009
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$441,804
State Assistance:	\$407,342
Federal Assistance:	\$88,241
TOTAL:	\$1,025,396

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	176,615
Total Vehicle Miles:	184,505
Revenue Vehicle Miles:	174,194

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$5.56
Operating Expense Per Passenger Trip:	\$5.81
Passenger Trips Per Total Vehicle Mile:	0.96
Passenger Trips Per Capita:	2.26

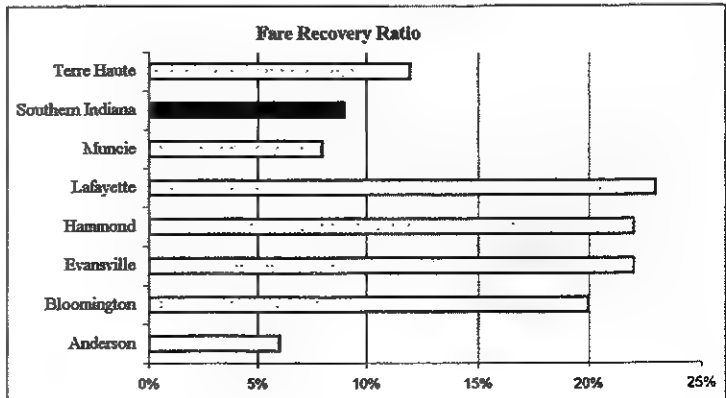
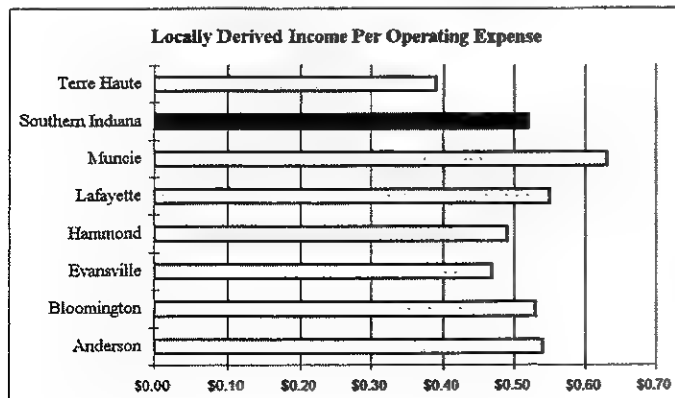
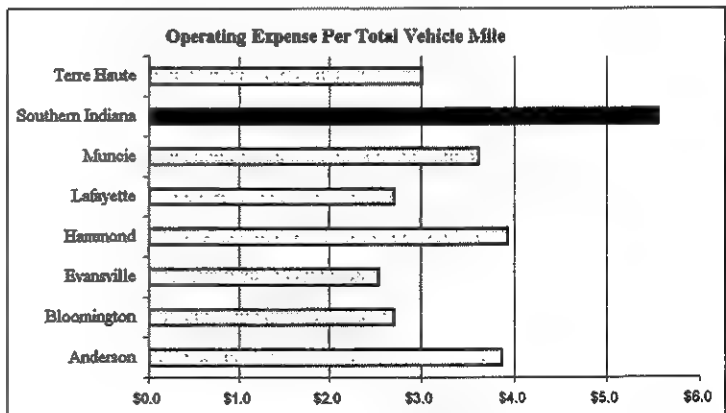
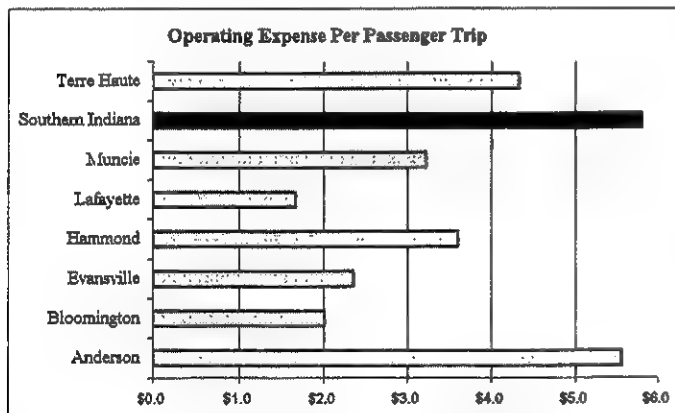
Financial Performance

Operating Subsidy:	\$937,387
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$529,813
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

Transit Authority of River City

Peer Group Members



Transit Utility for the City of Terre Haute

901 South 14th Street
Terre Haute, IN 47807
(812) 235-0109

CONTACT: M. Jay Mitchell, General Manager

GENERAL INFORMATION

Type of Service: Fixed Route and Demand Response
Service Area: Terre Haute City Limits & West Terre Haute
Service Population: 59,978

SERVICE HOURS

Weekday: 6:05 am - 5:45 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 8

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	18	0
Maintenance:	7	0
Administration:	4	0
Total:	29	0

FARE STRUCTURE

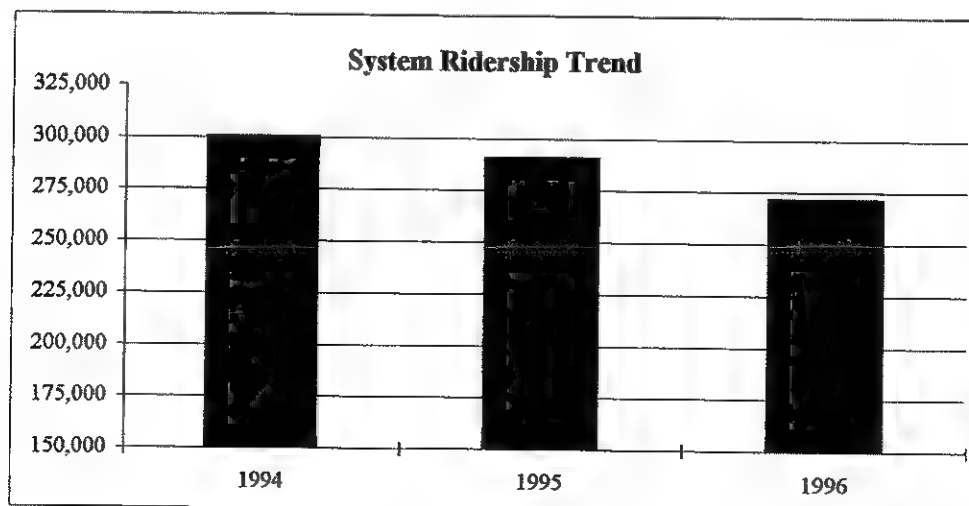
Express: N/A
Base: 0.75
Youth: 0.75
Elderly/Disabled: 0.35
Transfer: N/A
Other/Special: Transit Pass \$25.00/Month; \$10.00 for 14 ride ticket

OPERATION CHARACTERISTICS

Revenue Vehicles: 14
Peak Hour Fleet: 11
Base Fleet: 10
Road Calls: 263
Fuel Consumption: 61,795

RIDERSHIP TREND

1994	300,467
1995	290,799
1996	271,798



GROUP: 2

Terre Haute

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$404,287
Other Salaries/Wages:	\$230,117
Fringe:	\$231,907
Services:	\$21,388
Materials and Supplies:	\$142,785
Utilities:	\$41,402
Casualty/Liability:	\$35,150
Purchased Transportation:	\$54,584
Other:	\$15,733
TOTAL:	\$1,177,353

Revenue Summary

Fare Revenue:	\$141,419
Charter/Other:	\$4,467
Contra & Other Fed./State:	\$0
Local Assistance:	\$315,580
State Assistance:	\$266,630
Federal Assistance:	\$449,257
TOTAL:	\$1,177,353

Capital Grant Awards

Local:	\$46,416
State PMTF:	\$0
Federal:	\$185,664
TOTAL:	\$232,080

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	271,798
Total Vehicle Miles:	390,970
Revenue Vehicle Miles:	387,280

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$3.01
Operating Expense Per Passenger Trip:	\$4.33
Passenger Trips Per Total Vehicle Mile:	0.70
Passenger Trips Per Capita:	4.53

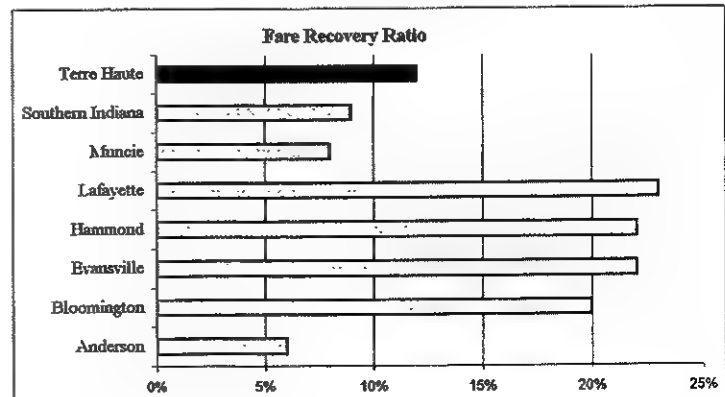
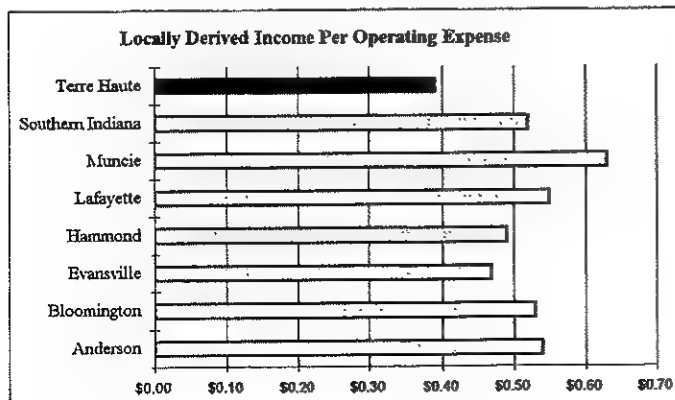
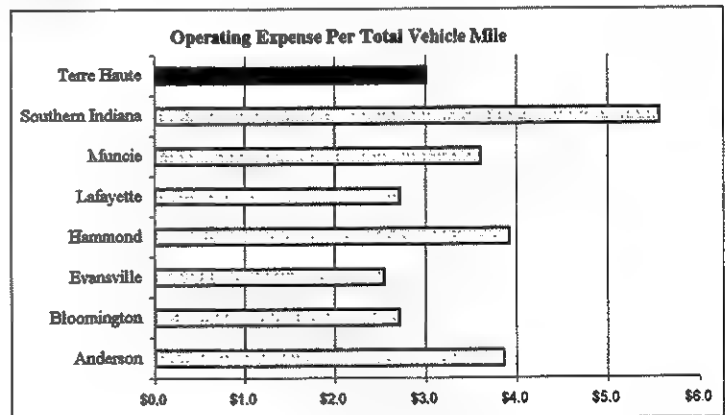
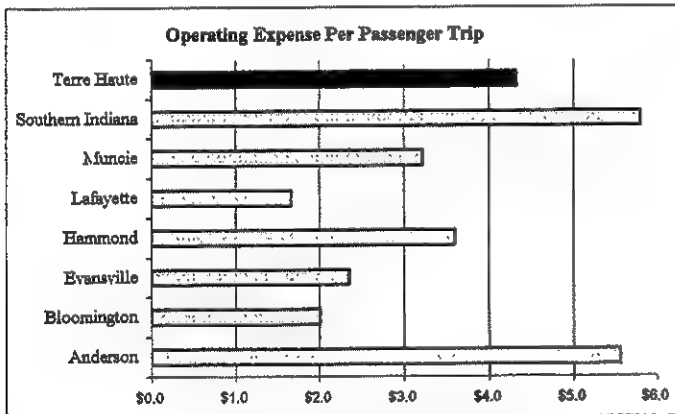
Financial Performance

Operating Subsidy:	\$1,031,467
Operating Subsidy Ratio:	88%
Locally Derived Income:	\$461,466
Locally Derived Income Per Operating Expense:	\$0.39
Fare Recovery Ratio:	12%

PEER GROUP PERFORMANCE COMPOSITE

Transit Utility for the City of Terre Haute

Peer Group Members



Trade Winds Rehabilitation Center

5901 W. 7th Ave., Box 6308
Gary, IN 46406-0308
(219) 949-4000

CONTACT: Timothy Pulsoni, General Manager

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Lake and Porter Counties
Service Population: 604,526

SERVICE HOURS

Weekday: 6:00 am - 6:00 pm
Saturday: No Service
Sunday: No Service
Holidays Without Service: 8

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	14	11
Maintenance:	2	0
Administration:	<u>1</u>	<u>0</u>
Total:	17	11

FARE STRUCTURE

Express: N/A
Base: N/A
Youth: N/A
Elderly/Disabled: Based on Ability to Pay
Transfer: N/A
Other/Special: N/A

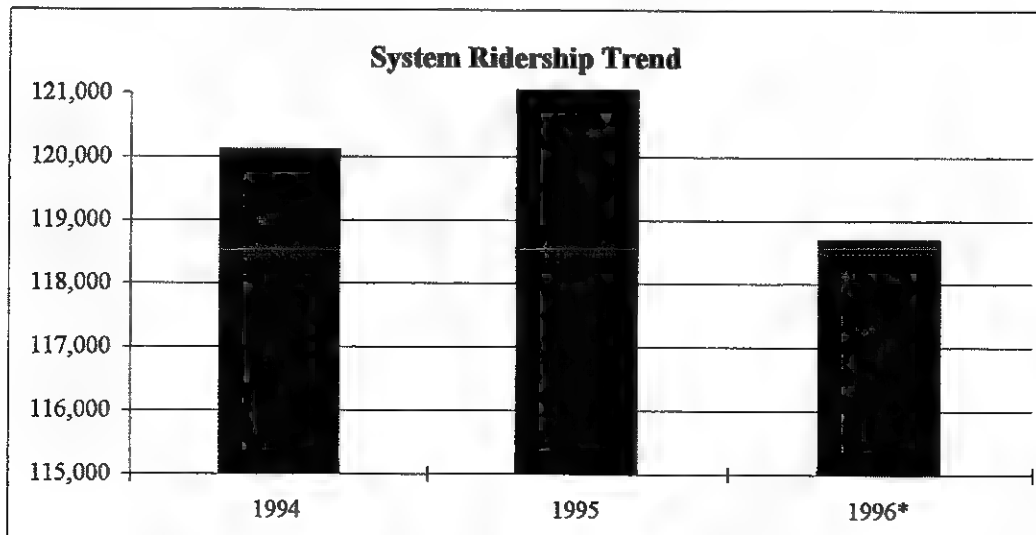
OPERATION CHARACTERISTICS

Revenue Vehicles: 44
Peak Hour Fleet: 30
Base Fleet: 30
Road Calls: 18
Fuel Consumption: 99,425

RIDERSHIP TREND

1994	120,105
1995	146,676
1996*	118,694

**Excludes Program Related Trips*



GROUP: 4

Trade Winds

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$294,054
Other Salaries/Wages:	\$84,230
Fringe:	\$67,685
Services:	\$13,537
Materials and Supplies:	\$123,336
Utilities:	\$752
Casualty/Liability:	\$27,074
Purchased Transportation:	\$0
Other:	\$142,387
TOTAL:	\$753,055

Revenue Summary

Fare Revenue:	\$45,881
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$346,682
State Assistance:	\$183,514
Federal Assistance:	\$176,978
TOTAL:	\$753,055

Capital Grant Awards

Local:	\$24,469
State PMTF:	\$0
Federal:	\$97,875
TOTAL:	\$122,344

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	118,694
Total Vehicle Miles:	810,869
Revenue Vehicle Miles:	770,461

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$0.93
Operating Expense Per Passenger Trip:	\$6.34
Passenger Trips Per Total Vehicle Mile:	0.15
Passenger Trips Per Capita:	0.20

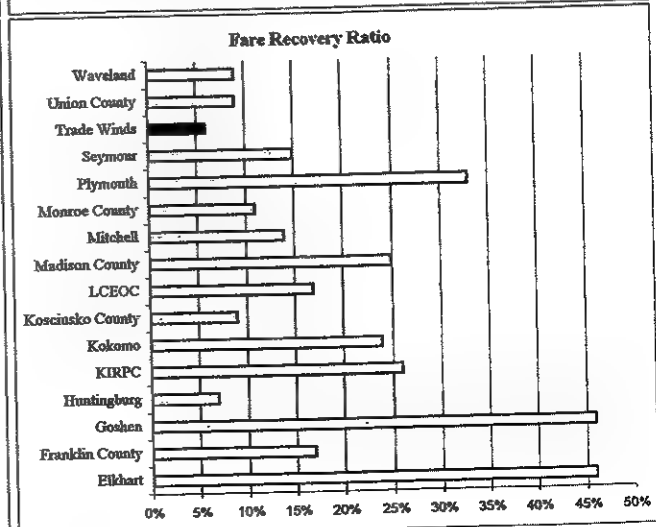
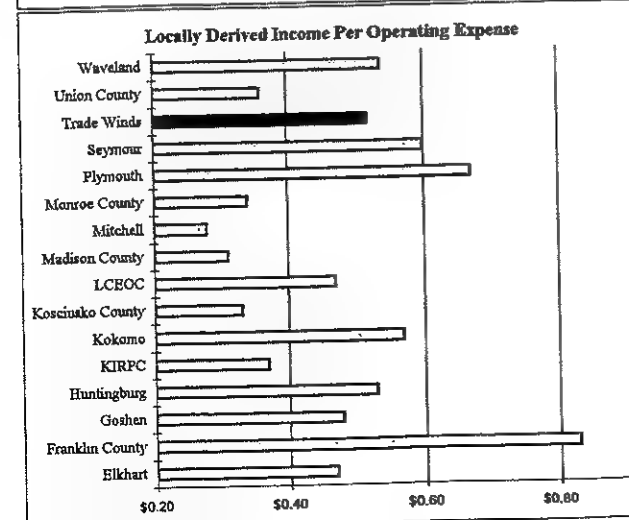
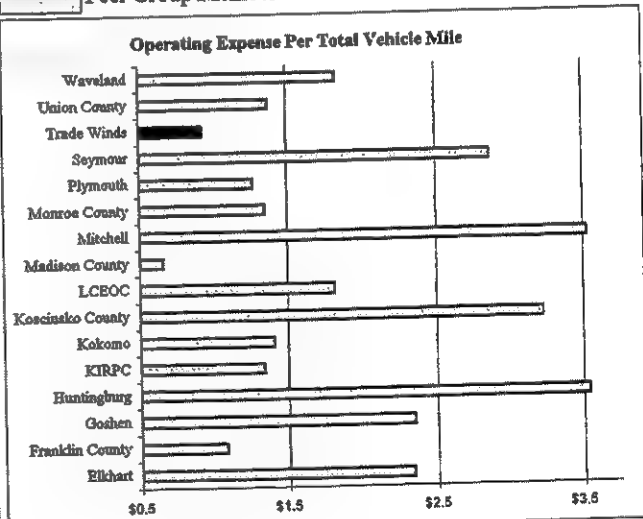
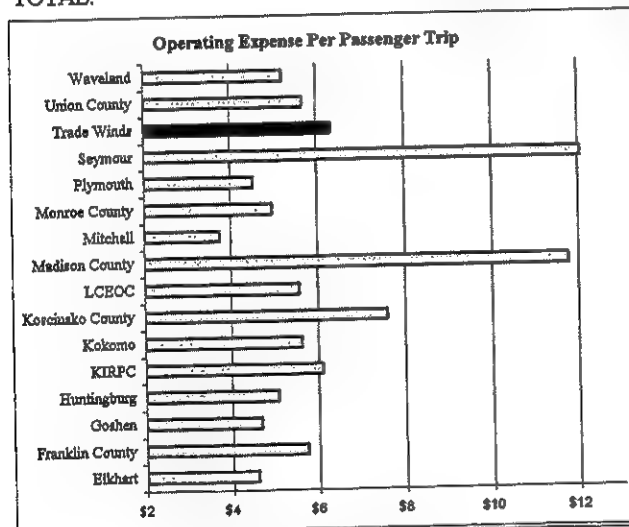
Financial Performance

Operating Subsidy:	\$707,174
Operating Subsidy Ratio:	94%
Locally Derived Income:	\$392,563
Locally Derived Income Per Operating Expense:	\$0.52
Fare Recovery Ratio:	6%

PEER GROUP PERFORMANCE COMPOSITE

Trade Winds Rehabilitation Center

Peer Group Members



Union County Transit Service

P.O. Box 333
Liberty, IN 47353
(317) 458-5500

CONTACT: Larry Miller, Executive Director

GENERAL INFORMATION

Type of Service: Demand Response
Service Area: Union County with trips to Richmond & Connersville
Service Population: 6,976

SERVICE HOURS

Weekday: 8:00 am - 4:00 pm
Saturday: No service
Sunday: No service
Holidays Without Service: 6

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	0	8
Maintenance:	0	0
Administration:	<u>1</u>	<u>4</u>
Total:	1	12

FARE STRUCTURE

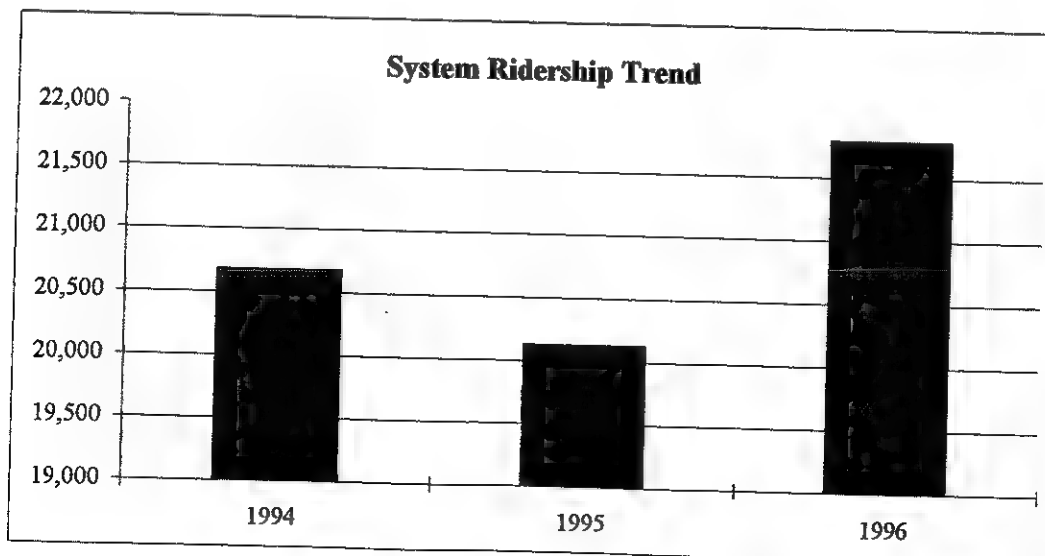
Express: N/A
Base: N/A
Youth: N/A
Elderly/Disabled: N/A
Transfer: N/A
Other/Special: N/A

OPERATION CHARACTERISTICS

Revenue Vehicles: 9
Peak Hour Fleet: 8
Base Fleet: 6
Road Calls: 0
Fuel Consumption: 7,762

RIDERSHIP TREND

1994	20,677
1995	20,127
1996	21,793



GROUP: 4

Union County

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$47,673
Other Salaries/Wages:	\$30,972
Fringe:	\$5,845
Services:	\$7,402
Materials and Supplies:	\$14,593
Utilities:	\$480
Casualty/Liability:	\$15,353
Purchased Transportation:	\$0
Other:	\$1,810
TOTAL:	\$124,128

Revenue Summary

Fare Revenue:	\$11,027
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$33,115
State Assistance:	\$24,687
Federal Assistance:	\$55,299
TOTAL:	\$124,128

Capital Grant Awards

Local:	\$3,300
State PMTF:	\$3,100
Federal:	\$25,600
TOTAL:	\$32,000

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	21,793
Total Vehicle Miles:	90,181
Revenue Vehicle Miles:	87,642

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.38
Operating Expense Per Passenger Trip:	\$5.70
Passenger Trips Per Total Vehicle Mile:	0.24
Passenger Trips Per Capita:	3.12

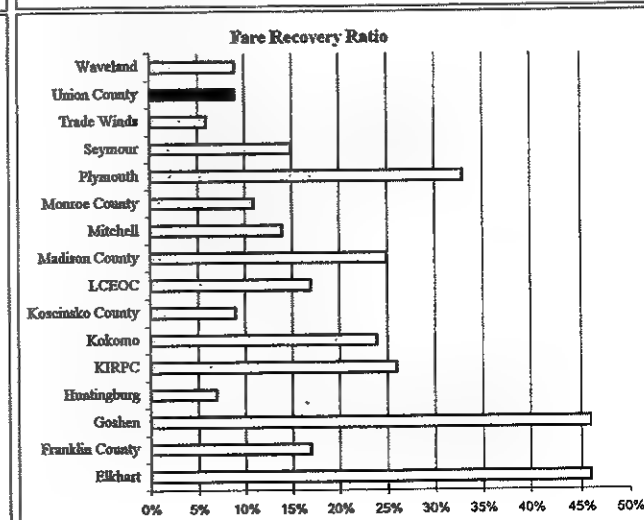
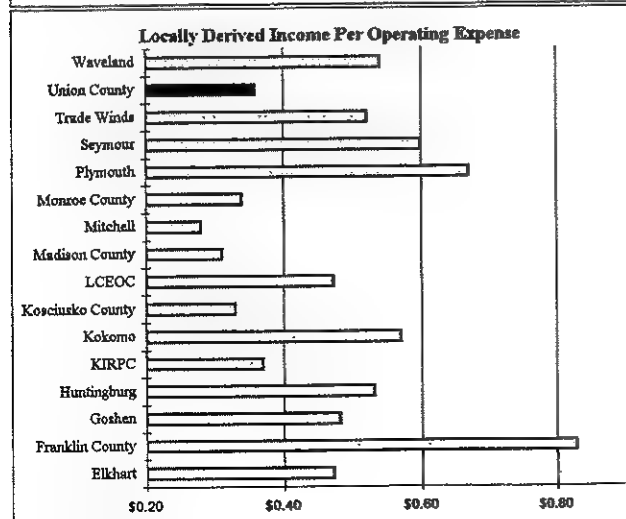
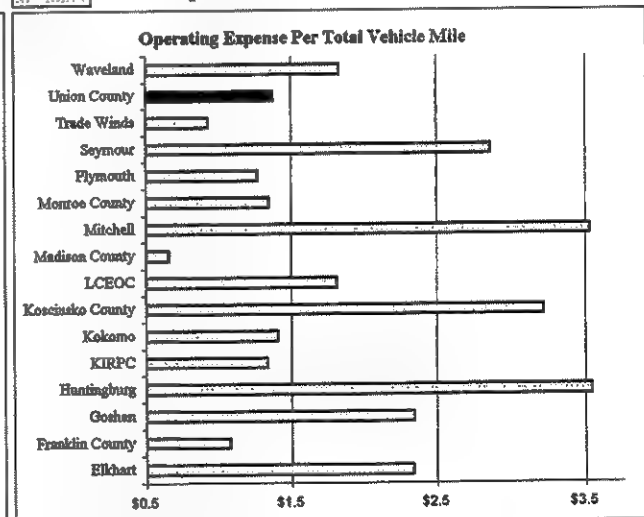
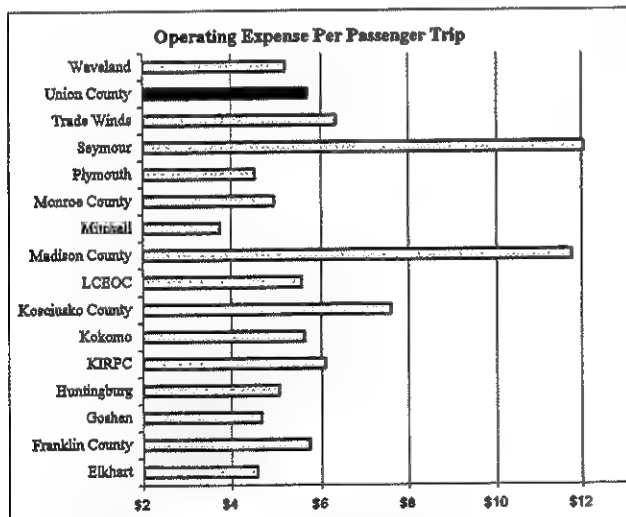
Financial Performance

Operating Subsidy:	\$113,101
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$44,142
Locally Derived Income Per Operating Expense:	\$0.36
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

Union County Transit Service

Peer Group Members



Washington Transit System

2100 East Memorial Ave.
Washington, IN 47501
(812) 254-4564

CONTACT: Gary Raymann, Street Commissioner

GENERAL INFORMATION

Type of Service: Fixed Route, Demand Response
Service Area: Washington City Limits
Service Population: 10,838

SERVICE HOURS

Weekday: 7:00 am - 5:00 pm
Saturday: No Service
Sunday: No service
Holidays Without Service: 12

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	1	2
Maintenance:	0	0
Administration:	0	0
Total:	1	2

FARE STRUCTURE

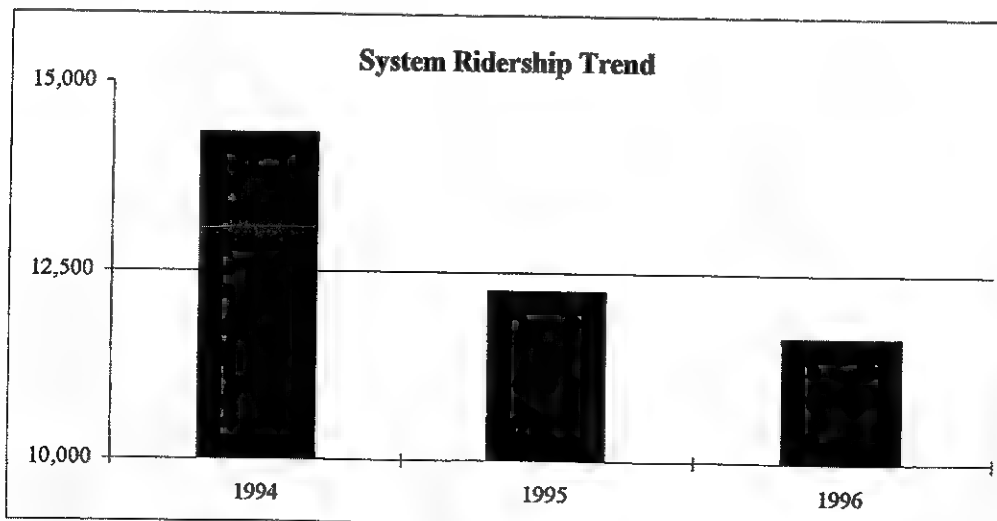
Express: N/A
Base: 0.75
Youth: 0.50
Elderly/Disabled: 0.75
Transfer: N/A
Other/Special: E & H Fare \$0.25 with AOA Coupon

OPERATION CHARACTERISTICS

Revenue Vehicles: 5
Peak Hour Fleet: 2
Base Fleet: 2
Road Calls: 5
Fuel Consumption: 4,044

RIDERSHIP TREND

1994	14,323
1995	12,246
1996	11,651



GROUP: 3

Washington

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$20,600
Other Salaries/Wages:	\$0
Fringe:	\$5,940
Services:	\$16,754
Materials and Supplies:	\$5,084
Utilities:	\$3,086
Casualty/Liability:	\$5,715
Purchased Transportation:	\$0
Other:	\$474
TOTAL:	\$57,653

Revenue Summary

Fare Revenue:	\$5,940
Charter/Other:	\$2,529
Contra & Other Fed./State:	\$0
Local Assistance:	\$8,063
State Assistance:	\$16,530
Federal Assistance:	\$24,591
TOTAL:	\$57,653

Capital Grant Awards

Local:	\$14,638
State PMTF:	\$14,637
Federal:	\$117,098
TOTAL:	\$146,373

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	11,651
Total Vehicle Miles:	30,566
Revenue Vehicle Miles:	30,566

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.89
Operating Expense Per Passenger Trip:	\$4.95
Passenger Trips Per Total Vehicle Mile:	0.38
Passenger Trips Per Capita:	1.08

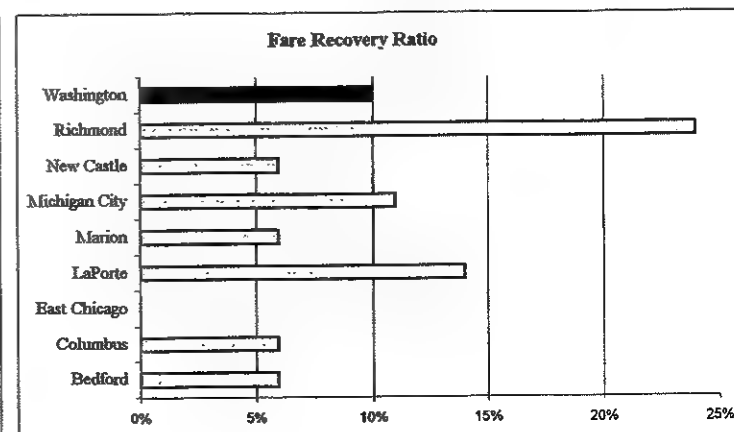
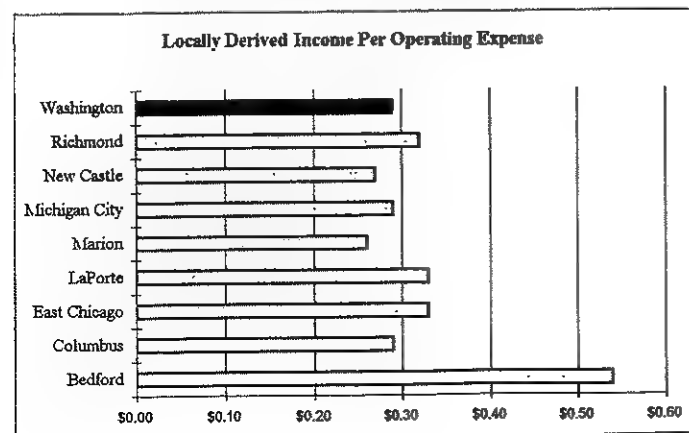
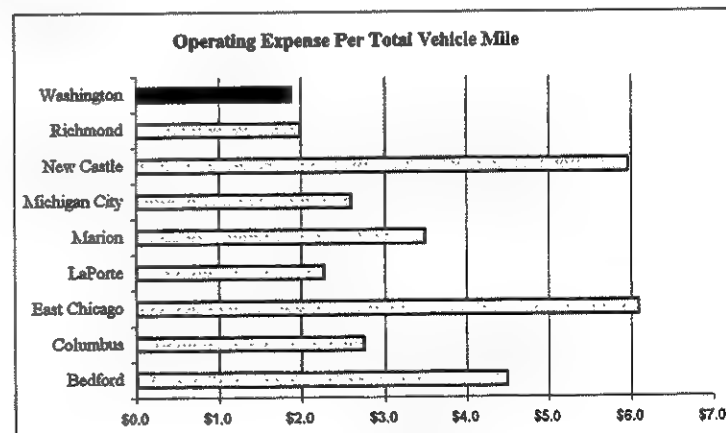
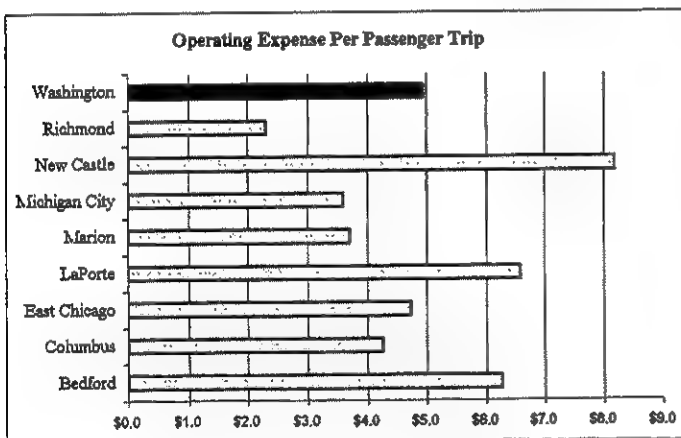
Financial Performance

Operating Subsidy:	\$49,184
Operating Subsidy Ratio:	85%
Locally Derived Income:	\$16,532
Locally Derived Income Per Operating Expense:	\$0.29
Fare Recovery Ratio:	10%

PEER GROUP PERFORMANCE COMPOSITE

Washington Transit System

Peer Group Members



Waveland Volunteer Transit

613 East Green Street
Waveland, IN 47989
(317) 447-7683

CONTACT: Jean Engelke, Deputy Director

GENERAL INFORMATION

Type of Service: Reservation
Service Area: Brookston, Clarks Hill, Hillsboro, Rossville, Boswell & Waveland
Service Population: 8,986

SERVICE HOURS

Weekday: 12:00 am - 12:00 pm
Saturday: 12:00 am - 12:00 am
Sunday: 12:00 am - 12:00 am
Holidays Without Service: 0

PERSONNEL

	<u>Full-Time</u>	<u>Part-Time</u>
Operations:	0	0
Maintenance:	0	0
Administration:	<u>0</u>	<u>2</u>
Total:	0	2

FARE STRUCTURE

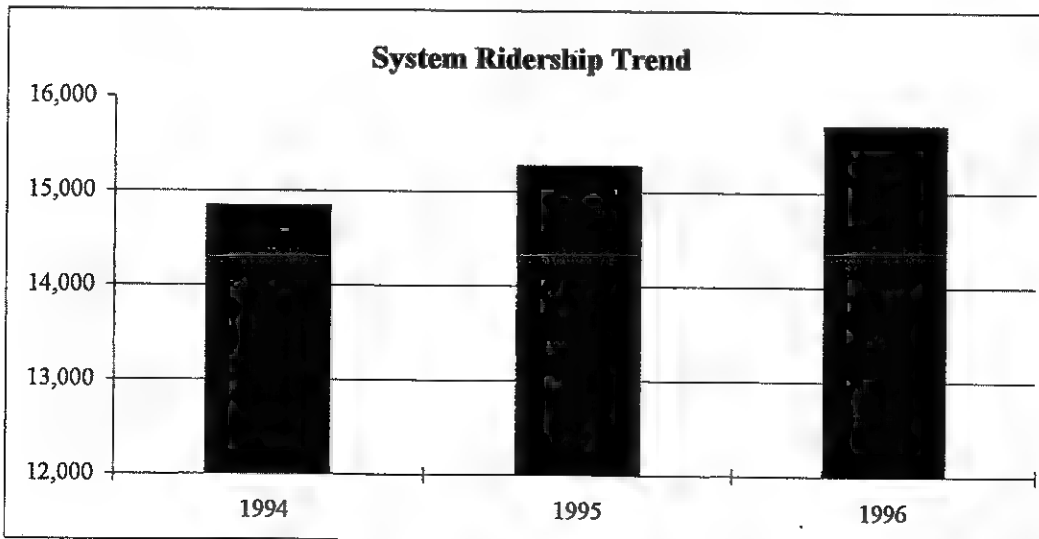
Express: N/A
Base: N/A
Youth: N/A
Elderly/Disabled: N/A
Transfer: N/A
Other/Special: Contributions from passengers

OPERATION CHARACTERISTICS

Revenue Vehicles: 7
Peak Hour Fleet: 4
Base Fleet: 3
Road Calls: 0
Fuel Consumption: 3,777

RIDERSHIP TREND

1994	14,836
1995	15,270
1996	15,709



GROUP: 4

Waveland

FINANCIAL INFORMATION

Operating Expense Summary

Operator Salaries/Wages:	\$17,330
Other Salaries/Wages:	\$28,686
Fringe:	\$6,459
Services:	\$10,555
Materials and Supplies:	\$8,681
Utilities:	\$678
Casualty/Liability:	\$4,957
Purchased Transportation:	\$0
Other:	\$4,961
TOTAL:	\$82,307

Revenue Summary

Fare Revenue:	\$7,159
Charter/Other:	\$0
Contra & Other Fed./State:	\$0
Local Assistance:	\$37,574
State Assistance:	\$0
Federal Assistance:	\$37,574
TOTAL:	\$82,307

Capital Grant Awards

Local:	\$0
State PMTF:	\$0
Federal:	\$0
TOTAL:	\$0

SERVICE STATISTICS

Productivity

Total Passenger Boardings:	15,709
Total Vehicle Miles:	44,732
Revenue Vehicle Miles:	44,732

Performance/Service Effectiveness

Operating Expense Per Total Vehicle Mile:	\$1.84
Operating Expense Per Passenger Trip:	\$5.24
Passenger Trips Per Total Vehicle Mile:	0.35
Passenger Trips Per Capita:	1.75

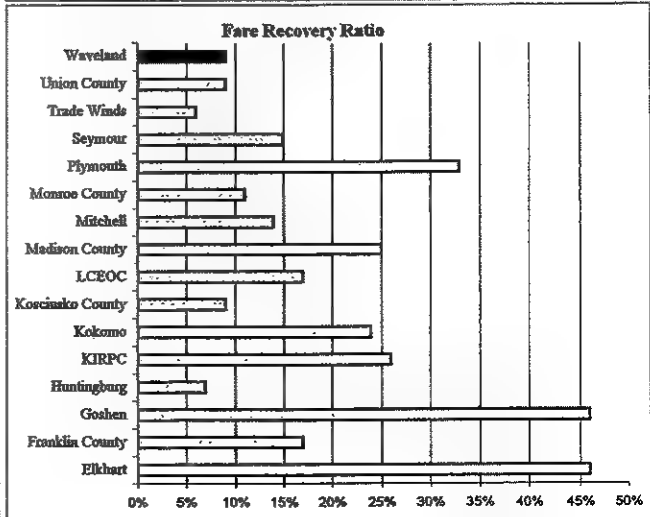
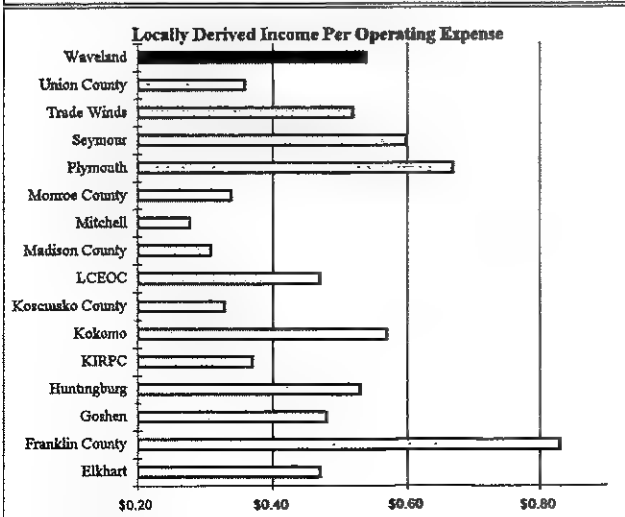
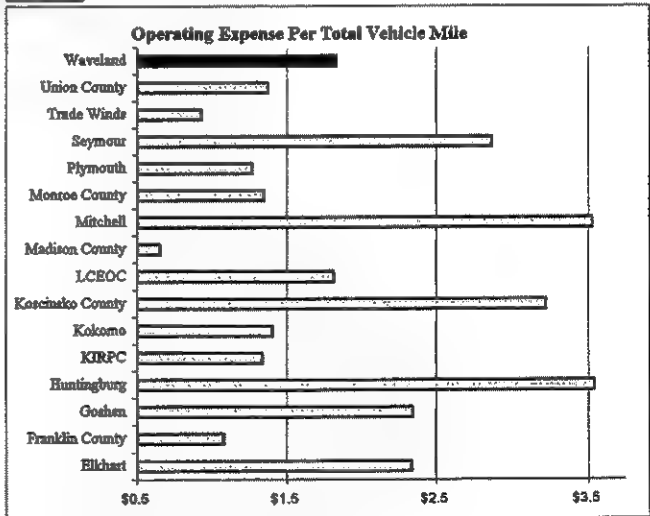
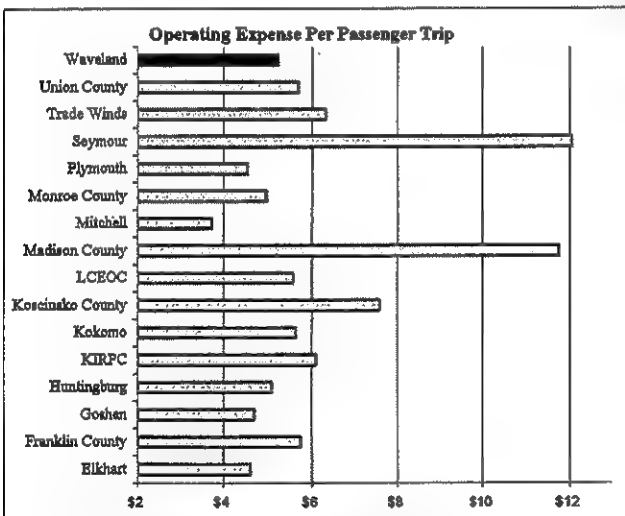
Financial Performance

Operating Subsidy:	\$75,148
Operating Subsidy Ratio:	91%
Locally Derived Income:	\$44,733
Locally Derived Income Per Operating Expense:	\$0.54
Fare Recovery Ratio:	9%

PEER GROUP PERFORMANCE COMPOSITE

Waveland Volunteer Transit

Peer Group Members



Section Three: Vehicle Inventories

Listed below are a series of terms and an explanation of the codes that are used in the vehicle inventory table which follows.

Vehicle Identification

This is the vehicle number that the operator uses to reference the vehicle.

Year Purchased

Calendar year in which vehicle was purchased (placed into service).

Vehicle Type

Body on Van Chasis-*BOVC*

Body on Truck Chasis-*BOTC*

Modified Van-*MDV*

Mini Van-*MNV*

Light Transit Vehicle (<30 feet)-*LTV*

Medium Duty Transit Vehicle (30 to 34 feet)-*MTV*

Heavy Duty Transit Vehicle (35> feet)-*HTV*

ADA Accessible

Y-Represents that the vehicle complies with the ADA, N-Represents non-compliance.

Comply Clean Air

Y-Represents that the vehicle complies with the Clean Air Act, N-Represents non-compliance.

Vehicle Capacity

Identifies seating capacity as #st and wheelchair tie-down capacity as #td.

Vehicle Manufacture

Identifies manufacturer of vehicle and modifier if applicable.

Engine Type

G-Gas, D-Diesel, CNG-Compressed Natural Gas, LNG-Liquified Natural Gas, E- Electric.

Vehicle Mileage

Vehicle mileage as of 12/31/96.

Maintenance History

Identifies maintenance history of vehicle listed:

Only requires preventive maintenance (oil change, tires, etc.)-1

Requires minor corrective maintenance-2

Requires major corrective maintenance-3

Requires continual corrective maintenance-4

Present Condition

Identifies Present condition of vehicle listed:

Excellent-1

Good-2

Fair-3

Poor-4

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible	Comply Clean Air	Vehicle Capacity	Vehicle Manufacturer	Engine Type	Vehicle Mileage	Maint. History	Present Condition
Anderson	6094	1987	SDN	Y	Y	3	GMC	G	83940	2	2
Anderson	6096	1988	MDV	Y	Y	12ST/4TD	FORD	D	232183	2	1
Anderson	6099	1992	MDV	Y	Y	12ST/4TD	FORD	D	187515	2	1
Anderson	6099	1992	MDV	Y	Y	12ST/4TD	FORD	D	150464	2	1
Anderson	6100	1993	SDN	Y	Y	6	CHEV	G	195360	2	1
Anderson	4312	1994	LTV	Y	Y	22ST/2TD	AVS	ELECTRIC	10183	2	1
Anderson	4314	1994	LTV	Y	Y	22ST/2TD	AVS	E	23935	2	1
Anderson	4891	1995	LTV	Y	Y	28ST/2TD	THOMAS	D	42127	2	1
Anderson	4892	1995	LTV	Y	Y	28ST/2TD	THOMAS	D	39674	2	1
Anderson	4893	1995	LTV	Y	Y	28ST/2TD	THOMAS	D	38763	2	1
Anderson	4894	1995	LTV	Y	Y	28ST/2TD	THOMAS	D	41748	2	1
Anderson	4895	1995	LTV	Y	Y	28ST/2TD	THOMAS	D	42635	2	1
Anderson	4896	1995	LTV	Y	Y	28ST/2TD	THOMAS	D	41691	2	3
Anderson	3941	1995	SDN	Y	Y	3	CHEV	PROPAN	9566	2	1
Anderson	3942	1995	SDN	Y	Y	3	CHEV	GAS	28464	2	1
Anderson	3945	1996	LTV	Y	Y	28ST/2TD	THOMAS	D	710	2	1
Anderson	4360	1996	MDV	Y	Y	12ST/4TD	FORD	D	34753	2	1
Bedford	4344	1994	BOTC	Y	Y	16/2TD	Ford	D	53091	2	1
Bedford	4345	1994	BOTC	Y	Y	16ST/2TD	Ford	D	55742	2	1
Bedford	6275	1994	BOTC	Y	Y	16ST/2TD	Ford	D	22274	2	1
Bloomington	8017	1980	HVD	N	N	39ST/0	FLXIBLE	D	400	2	2
Bloomington	8018	1980	HVD	N	N	39ST/0	FLXIBLE	D	1002	2	2
Bloomington	8019	1980	HVD	N	N	39ST/0	FLXIBLE	D	523	2	2
Bloomington	8107	1981	HVD	Y	N	40ST/2TD	GILLIG	D	33124	2	2
Bloomington	8108	1981	HVD	Y	N	40ST/0	GILLIG	D	24590	2	2
Bloomington	8109	1981	HVD	Y	N	40ST/0	GILLIG	D	10063	2	2
Bloomington	983	1985	MTV	N	N	31ST/0	BLUEBIRD	D	13064	3	4
Bloomington	980	1985	MTV	N	N	31ST/0	BLUEBIRD	D	6720	4	4
Bloomington	981	1985	MTV	N	N	31ST/0	BLUEBIRD	D	10720	4	4
Bloomington	985	1985	MTV	N	N	31ST/0	BLUEBIRD	D	10619	4	4
Bloomington	8801	1989	HVD	N	N	42ST/0	ORION	D	30432	2	2
Bloomington	8902	1989	HVD	N	N	42	Orion	D	33276	2	2
Bloomington	9003	1990	HVD	N	N	42	Orion	D	32323	2	2
Bloomington	9004	1990	HVD	N	N	42	Orion	D	300039	2	2
Bloomington	9205	1992	LTV	Y	N	24ST/2	ORION	D	36378	2	1
Bloomington	9206	1992	LTV	Y	N	24ST/2	ORION	D	38858	2	1
Bloomington	9410	1995	BOVC	Y	Y	18ST/2	FORD	D	13760	1	1
Bloomington	9511	1995	LTV	Y	Y	24ST/2	GILLIG	D	33831	2	1
Bloomington	9510	1995	LTV	Y	Y	24ST/2	GILLIG	D	38723	2	1
Bloomington	9516	1995	HVD	Y	Y	40ST/2	GILLIG	D	55414	1	1
Bloomington	9513	1995	HVD	Y	Y	40ST/2	GILLIG	D	51584	1	1
Bloomington	9514	1995	HVD	Y	Y	40ST/2	Gillig	D	53751	1	1
Bloomington	9515	1995	HVD	Y	Y	40ST/2	Gillig	D	55120	1	1
Columbus	11	1988	BOC	Y	N	22ST/1TD	Skilcraft	D	634311	4	4
Columbus	12	1988	BOC	Y	N	22ST/1TD	Skilcraft	D	667013	4	4
Columbus	13	1988	BOC	Y	N	22ST/1TD	Skilcraft	D	593616	4	4
Columbus	14	1988	BOC	Y	N	22ST/1TD	Skilcraft	D	475553	4	4
Columbus	15	1988	BOC	Y	N	22ST/1TD	Skilcraft	D	550068	4	4
Columbus	V-1	1995	BOVC	Y	N	12ST/3TD	DODGE	G	28317	2	2
Columbus	V-2	1995	BOVC	Y	N	12ST/3TD	Dodge	G	30490	2	2
Columbus	V-3	1995	BOVC	Y	N	12ST/3TD	Dodge	G	33259	2	2
East Chicago	Trolleybus 5	1985	Bus	N	N	29ST/2TD	GMC	D	84472	2	4
East Chicago	Trolleybus 2	1985	Bus	N	N	29ST/2TD	GMC	D	57256	2	4
East Chicago	5707	1988	Bus	N	N	31	Skilcraft	D	57659	3	2
East Chicago	9501	1995	Bus	Y	Y	29ST/2TD	Gillig	D	17981	1	2
East Chicago	9602	1996	Bus	Y	Y	29st/2td	Gillig	D	0	1	2
East Chicago	9603	1996	Bus	Y	Y	29st/2td	Gillig	D	0	1	2
East Chicago	9604	1996	Truck	N	Y	3	Chevy	D	0	1	2
East Chicago	9601	1996	Bus	Y	Y	29st/2td	Gillig	G	0	1	2

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible	Comply Clean Air	Vehicle Capacity	Vehicle Manufacturer	Engine Type	Vehicle Mileage	Maint. History	Present Condition
Evansville	100	1981	MTV	N	N	30	TMC	D	575445	4	4
Evansville	104	1981	MTV	N	N	30	TMC	D	568542	4	4
Evansville	112	1981	MTV	N	N	30	TMC	D	593055	4	4
Evansville	116	1981	MTV	N	N	30	TMC	D	584686	4	4
Evansville	106	1981	MTV	N	N	30	TMC	D	590183	4	4
Evansville	118	1981	MTV	N	N	30	TMC	D	607907	4	4
Evansville	120	1981	MTV	N	N	30	TMC	D	688652	4	4
Evansville	122	1981	MTV	N	N	30	TMC	D	611018	4	4
Evansville	124	1981	MTV	N	N	30	TMC	D	584451	4	4
Evansville	126	1981	MTV	N	N	30	TMC	D	594118	4	4
Evansville	128	1981	MTV	N	N	30	TMC	D	628946	4	4
Evansville	130	1981	MTV	N	N	30	TMC	D	661712	4	4
Evansville	136	1984	MTV	N	N	30	BLUEBIRD	D	323165	4	4
Evansville	140	1984	MTV	N	N	30	BLUEBIRD	D	292059	4	4
Evansville	142	1984	MTV	N	N	40	BLUEBIRD	D	408173	4	4
Evansville	21	1985	LTV	N	N	24	CCI	D	267655	4	4
Evansville	11	1986	LTV	N	N	24	CCI	D	232224	4	4
Evansville	72	1986	LTV	N	N	24	CCI	D	162043	4	4
Evansville	154	1989	BOTC	Y	Y	16STY2TD	FORD	D	177950	4	4
Evansville	155	1989	BOTC	Y	Y	16STY2TD	FORD	D	210826	4	4
Evansville	156	1989	BOTC	Y	Y	16STY2TD	FORD	D	195181	4	4
Evansville	157	1989	BOTC	Y	Y	16STY2TD	FORD	D	188868	4	4
Evansville	145	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G	67750	4	4
Evansville	147	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G	73759	4	4
Evansville	148	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G	62752	4	4
Evansville	149	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G	93904	4	4
Evansville	151	1992	MNV	Y	Y	5ST/1TD	PLYMOUTH	G	72467	4	4
Evansville	152	1992	Mini-Va	Y	Y	5ST/1TD	Plymouth	G	87417	4	4
Evansville	101	1995	MTV	Y	Y	30STY2TD	GILLIG	D	33981	1	1
Evansville	103	1995	MTV	Y	Y	30STY2TD	GILLIG	D	31247	1	1
Evansville	105	1995	MTV	Y	Y	30STY2TD	GILLIG	D	30406	1	1
Evansville	107	1995	MTV	Y	Y	30STY2TD	GILLIG	D	30463	1	1
Evansville	109	1995	MTV	Y	Y	30STY2TD	GILLIG	D	28794	1	1
Evansville	111	1995	MTV	Y	Y	30STY2TD	GILLIG	D	28248	1	1
Evansville	113	1995	MTV	Y	Y	30STY2TD	GILLIG	D	33232	1	1
Evansville	115	1995	MTV	Y	Y	30STY2TD	GILLIG	D	30441	1	1
Evansville	30	1995	BOTC	Y	Y	16ST4TD	CHEV	G/CNG	28075	1	1
Evansville	31	1995	BOTC	Y	Y	16ST4TD	CHEV	G/CNG	24506	1	1
Evansville	32	1995	BOTC	Y	Y	16ST4TD	CHEV	G/CNG	24878	1	1
Evansville	33	1995	BOTC	Y	Y	16ST4TD	Chevrolet	G/CNG	19743	1	1
Fort Wayne	104	1981	HTV	Y	Y	31ST1	GMC	D	364553	4	3
Fort Wayne	108	1981	HTV	Y	N	31ST1	GMC	D	365856	4	3
Fort Wayne	110	1981	HTV	Y	N	31ST1	GMC	D	390379	4	3
Fort Wayne	115	1981	HTV	Y	Y	31ST1	GMC	D	370376	4	4
Fort Wayne	118	1981	HTV	Y	N	31ST1	GMC	D	357533	4	4
Fort Wayne	125	1981	HTV	Y	N	31ST1	GMC	D	361285	4	3
Fort Wayne	127	1981	HTV	Y	N	31ST1	GMC	D	368953	4	3
Fort Wayne	750	1981	LTB	Y	Y	35	GMC	D	357253	3	3
Fort Wayne	767	1981	LTB	Y	N	35	GMC	D	335341	3	3
Fort Wayne	758	1981	LTB	Y	N	35	GMC	D	326123	4	3
Fort Wayne	744	1981	LTB	Y	N	35	GMC	D	330946	4	3
Fort Wayne	748	1981	LTB	Y	N	35	GMC	D	337663	4	3
Fort Wayne	765	1981	LTB	Y	N	35	GMC	D	335662	4	3
Fort Wayne	755	1981	LTB	Y	N	35	GMC	D	351357	4	3
Fort Wayne	135	1983	HTV	N	N	40	FLX	D	320603	4	3
Fort Wayne	136	1983	HTV	N	N	40	FLX	D	285273	4	3
Fort Wayne	137	1983	HTV	N	N	40	FLX	D	312010	4	4
Fort Wayne	138	1983	HTV	N	Y	40	FLX	D	323676	4	3
Fort Wayne	139	1983	HTV	N	N	40	FLX	D	350535	4	4
Fort Wayne	140	1983	HTV	N	Y	40	FLX	D	270412	4	3
Fort Wayne	141	1983	HTV	N	Y	40	FLX	D	315069	4	3

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible	Comply Clean Air	Vehicle Capacity	Vehicle Manufacturer	Engine Type	Vehicle Mileage	Maint. History	Present Condition
Fort Wayne	142	1983	HTV	N	N	40	FLX	D	293864	4	3
Fort Wayne	143	1983	HTV	N	Y	40	FLX	D	285179	4	3
Fort Wayne	144	1983	HTV	N	N	40	FLX	D	296964	4	3
Fort Wayne	145	1983	HTV	N	Y	40	FLX	D	324186	4	3
Fort Wayne	146	1983	HTV	N	N	40	FLX	D	319604	4	3
Fort Wayne	147	1983	HTV	N	Y	40	FLX	D	291099	4	3
Fort Wayne	148	1983	HTV	N	N	40	FLX	D	302308	4	3
Fort Wayne	149	1983	HTV	N	N	40	FLX	D	296064	4	3
Fort Wayne	150	1983	HTV	N	N	40	FLX	D	321595	4	3
Fort Wayne	151	1983	HTV	N	N	40	FLX	D	323832	4	3
Fort Wayne	95597	1983	LTB	n	n	40	FLX	D	283550	4	3
Fort Wayne	95591	1983	LTB	n	n	40	FLX	D	285140	4	3
Fort Wayne	95601	1983	LTB	n	n	40	FLX	D	285337	2	3
Fort Wayne	95599	1983	LTB	n	n	40	FLX	D	259228	4	3
Fort Wayne	95590	1983	LTB	n	n	40	FLX	D	249304	4	3
Fort Wayne	95586	1983	LTB	n	n	40	FLX	D	256718	4	3
Fort Wayne	95596	1983	LTB	n	n	40	FLX	D	279645	4	3
Fort Wayne	95587	1983	LTB	n	n	40	FLX	D	274189	3	3
Fort Wayne	95598	1983	LTB	n	n	40	FLX	D	269881	4	3
Fort Wayne	95588	1983	LTB	n	n	40	FLX	D	286732	4	3
Fort Wayne	129	1983	HTV	N	Y	40	FLX	D	341416	4	3
Fort Wayne	130	1983	HTV	N	N	40	FLX	D	287155	4	3
Fort Wayne	131	1983	HTV	N	N	40	FLX	D	312081	4	3
Fort Wayne	132	1983	HTV	N	N	40	FLX	D	332895	4	4
Fort Wayne	133	1983	HTV	N	N	40	FLX	D	304389	4	3
Fort Wayne	134	1983	HTV	N	N	40	FLX	D	335457	4	3
Fort Wayne	TROLLEY 1	1987	MTV	N	N	24	CHANCE	D	97620	4	2
Fort Wayne	TROLLEY 2	1987	MTV	N	N	24	CHANCE	D	89020	4	2
Fort Wayne	TROLLEY 3	1987	MTV	N	N	24	CHANCE	D	89078	4	2
Fort Wayne	85781	1987	STB	n	n	21	Goshen	D	96055	3	2
Fort Wayne	9401	1994	LTV	Y	Y	9ST/4	SUPREME	D	44437	2	2
Fort Wayne	9402	1994	LTV	Y	Y	9ST/4	SUP	D	39402	2	2
Fort Wayne	9403	1994	LTV	Y	Y	9ST/4	SUP	D	48131	2	2
Fort Wayne	9404	1994	LTV	Y	Y	9ST/4	SUP	D	46797	2	2
Fort Wayne	9405	1994	LTV	Y	Y	9ST/4	SUP	D	43322	2	2
Fort Wayne	9406	1994	LTV	Y	Y	9ST/4	SUP	D	39536	2	2
Fort Wayne	9507	1995	LTV	Y	Y	9ST/4	SUP	D	27074	2	2
Fort Wayne	9508	1995	LTV	Y	Y	9ST/4	SUP	D	26972	2	2
Fort Wayne	9509	1995	LTV	Y	Y	9ST/4	SUP	D	28634	2	2
Fort Wayne	8722	1995	LTV	Y	N	21ST/1	GOSHEN	D	121458	4	4
Fort Wayne	80208	1995	STB	Y	Y	24	Supreme	D	5136	1	5
Fort Wayne	80207	1995	STB	Y	Y	24	Supreme	D	5775	1	5
Fort Wayne	80208	1995	STB	Y	Y	24	Supreme	D	5130	1	5
Gary	03A521	1980	LTB	n	n	44	GMC	D	360536	4	1
Gary	03A518	1980	LTB	n	n	44	GMC	D	407680	4	1
Gary	03A529	1980	LTB	n	n	44	GMC	D	403481	4	1
Gary	03A519	1980	LTB	n	n	44	GMC	D	445345	3	3
Gary	03A528	1980	LTB	n	n	44	GMC	D	456358	2	4
Gary	03A531	1980	LTB	n	n	44	GMC	D	477726	2	4
Gary	03A532	1980	LTB	Y	Y	44	GMC	D	533986	2	4
Gary	820147	1982	LTB	n	n	45	GMC	D	434404	4	1
Gary	820143	1982	LTB	n	n	45	GMC	D	389787	2	4
Gary	820159	1982	LTB	n	n	45	GMC	D	439947	2	4
Gary	820162	1982	LTB	n	n	45	GMC	D	493932	2	4
Gary	820155	1982	LTB	n	n	45	GMC	D	496948	2	4
Gary	820154	1982	LTB	n	n	45	GMC	D	488651	3	4
Gary	820141	1982	LTB	Y	Y	45	GMC	D	508913	2	4
Gary	828420	1991	LTB	Y	Y	35	TMC	D	184356	2	3
Gary	828416	1991	LTB	Y	Y	35	TMC	D	203398	3	3
Gary	828421	1991	BOT	Y	Y	35	Eldorado	D	207514	3	3
Gary	828419	1991	LTB	Y	Y	35	TMC	D	210890	3	3
Gary	828417	1991	LTB	Y	Y	35	TMC	D	212494	3	3

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Gary	828422	1991	LTB	Y	Y	35	TMC	D	215042	3	3
Gary	828423	1991	LTB	Y	Y	35	TMC	D	212264	3	3
Gary	828418	1991	LTB	Y	Y	35	TMC	D	227007	3	3
Gary	852033	1992	BOT	N	N	18	Eldorado	D	11915	4	2
Gary	849129	1992	BOT	Y	Y	18	TMC	D	17212	3	4
Gary	828633	1992	LTB	Y	Y	35	TMC	D	159190	2	4
Gary	828634	1992	LTB	Y	Y	35	TMC	D	171716	2	4
Gary	103561	1993	LTB	Y	Y	35	Flexible	LNG	27686	2	4
Gary	828696	1993	LTB	Y	Y	35	Flexible	LNG	31637	2	4
Gary	828694	1993	LTB	Y	Y	35	TMC	D	97657	2	4
Gary	828695	1993	LTB	Y	Y	35	TMC	D	108891	2	4
Gary	106150	1995	LTB	Y	Y	35	Flexible	D	106612	2	4
Gary	106151	1995	LTB	Y	Y	35	Flexible	D	20394	2	5
Gary	106152	1995	LTB	Y	Y	35	Flexible	D	18358	2	5
Gary	106153	1995	LTB	Y	Y	35	Flexible	D	20712	2	5
Gary	106154	1995	LTB	Y	Y	35	Flexible	D	23427	2	5
Gary	106155	1995	LTB	Y	Y	35	Flexible	D	12706	2	5
Gary	106156	1995	LTB	Y	Y	35	Flexible	D	4215	2	5
Gary	106157	1995	LTB	Y	Y	35	Flexible	D	588	2	5
Hammond	3429	LEASED	HTV	Y	Y	35	Flexible	D	6592	2	5
Hammond	3430	LEASED	HTV	N	N	39	GMC	D	306537	4	4
Hammond	5780	1993	HTV	Y	N	35ST/2TD	REMAN	D	321751	4	4
Hammond	5781	1993	HTV	Y	N	35ST/2TD	REMAN	D	576144	4	2
Hammond	5782	1993	HTV	Y	Y	35ST/2TD	REMAN	D	174895	3	2
Hammond	5783	1993	HTV	Y	Y	35ST/2TD	REMAN	D	648032	4	2
Hammond	5784	1993	HTV	Y	Y	35ST/2TD	REMAN	D	471345	4	2
Hammond	5785	1993	HTV	Y	Y	35ST/2TD	REMAN	D	441528	4	2
Hammond	5786	1993	HTV	Y	Y	35ST/2TD	REMAN	D	428630	4	2
Hammond	5787	1993	HTV	Y	Y	35ST/2TD	REMAN	D	506626	4	2
Hammond	5788	1993	HTV	Y	Y	35ST/2TD	REMAN	D	256587	4	2
Hammond	5789	1993	HTV	Y	Y	35ST/2TD	REMAN	D	564165	4	2
Eik/Goshen	34	1994	MMV	Y	Y	35ST/2TD	REMAN	D	587161	3	2
Eik/Goshen	37	1994	MMV	Y	Y	35ST/2TD	DODGE	G	95132	2	2
Eik/Goshen	32	1995	MMV	Y	Y	35ST/2TD	DODGE	G	123211	2	2
Eik/Goshen	33	1995	MMV	Y	Y	35ST/2TD	Plymouth	G	106066	2	2
Eik/Goshen	35	1996	MMV	Y	Y	35ST/2TD	Plymouth	G	86631	2	2
Eik/Goshen	36	1996	MMV	Y	Y	35ST/2TD	FORD	G	14621	2	1
Eik/Goshen	39	1986	MMV	Y	Y	35ST/2TD	FORD	G	14323	2	1
Huntingburg	2B7K8312XK382010	1989	MDV	Y	Y	35ST/2TD	FORD	G	14728	2	1
Franklin	VAN	1983	LTV	N	N	9	Braun Corp.			2	3
Franklin	C4	1989	SEDAN	N	Y	15	FORD	G	245242	2	4
Franklin	V1	1990	MDV	Y	Y	6	CHEV	G	110971	2	3
Franklin	V2	1991	MMV	Y	Y	4ST/2	CHRY	G	82193	2	3
Franklin	V3	1991	MMV	N	Y	7	CHEV	G	201954	4	4
Franklin	V4	1994	MMV	N	Y	7	FORD	G	210895	4	4
Franklin	V5	1995	MMV	N	Y	15	DODGE	G	80037	1	2
Franklin	C5	1995	SEDAN	N	Y	7	CHEV	G	51604	1	2
Franklin	V6	1995	MDV	Y	Y	5	FORD	G	27100	1	2
Indianapolis	8202	1982	HTV	N	Y	12ST/2	DODGE	G	13265	1	2
Indianapolis	8205	1982	HTV	N	Y	49	GM/C	D	371741	4	4
Indianapolis	8206	1982	HTV	N	Y	49	GM/C	D	381303	4	4
Indianapolis	8207	1982	HTV	N	Y	49	GM/C	D	327141	4	4
Indianapolis	8208	1982	HTV	N	Y	49	GM/C	D	378074	4	4
Indianapolis	8209	1982	HTV	N	Y	49	GM/C	D	371660	4	4
Indianapolis	8210	1982	HTV	N	Y	49	GM/C	D	343418	4	4
Indianapolis	8211	1982	HTV	N	Y	49	GM/C	D	377296	4	4
Indianapolis	8212	1982	HTV	N	Y	49	GM/C	D	346188	4	4
Indianapolis	8215	1982	HTV	N	Y	49	GM/C	D	377353	4	4
Indianapolis	8216	1982	HTV	N	Y	49	GM/C	D	364762	4	4
Indianapolis	8221	1982	HTV	N	Y	49	GM/C	D	355388	4	4
Indianapolis	8221	1982	HTV	N	Y	49	GM/C	D	339696	4	4

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Indianapolis	8305	1983	HTV	N	Y	40	ORION	D	497995	4	4
Indianapolis	8306	1983	HTV	N	Y	40	ORION	D	395922	4	4
Indianapolis	8307	1983	HTV	N	Y	40	ORION	D	560018	4	4
Indianapolis	8308	1983	HTV	N	Y	40	ORION	D	480320	4	4
Indianapolis	8309	1983	HTV	N	Y	40	ORION	D	495771	4	4
Indianapolis	8310	1983	HTV	N	Y	40	ORION	D	486833	4	4
Indianapolis	8311	1983	HTV	N	Y	40	ORION	D	430656	4	4
Indianapolis	8312	1983	HTV	N	Y	40	ORION	D	486627	4	4
Indianapolis	8313	1983	HTV	N	Y	40	ORION	D	457549	4	4
Indianapolis	8314	1983	HTV	N	Y	40	ORION	D	554938	4	4
Indianapolis	8315	1983	HTV	N	Y	40	ORION	D	485094	4	4
Indianapolis	8316	1983	HTV	N	Y	40	ORION	D	552056	4	4
Indianapolis	8317	1983	HTV	N	Y	40	ORION	D	378369	4	4
Indianapolis	8318	1983	HTV	N	Y	40	ORION	D	543064	4	4
Indianapolis	8319	1983	HTV	N	Y	40	ORION	D	425125	4	4
Indianapolis	8320	1983	HTV	N	Y	40	ORION	D	411049	4	4
Indianapolis	8325	1983	HTV	N	Y	40	ORION	D	471472	4	4
Indianapolis	8326	1983	HTV	N	Y	40	ORION	D	398084	4	4
Indianapolis	8327	1983	HTV	N	Y	40	ORION	D	483246	4	4
Indianapolis	8328	1983	HTV	N	Y	40	ORION	D	433160	4	4
Indianapolis	8329	1983	HTV	N	Y	40	ORION	D	387784	4	4
Indianapolis	8330	1983	HTV	N	Y	40	ORION	D	482225	4	4
Indianapolis	8331	1983	HTV	N	Y	40	ORION	D	423749	4	4
Indianapolis	8332	1983	HTV	N	Y	40	ORION	D	390233	4	4
Indianapolis	8301	1983	HTV	N	Y	40	ORION	D	474611	4	4
Indianapolis	8302	1983	HTV	N	Y	40	ORION	D	400111	4	4
Indianapolis	8303	1983	HTV	N	Y	40	ORION	D	472074	4	4
Indianapolis	8304	1983	HTV	N	Y	40	ORION	D	545389	4	4
Indianapolis	8321	1983	HTV	N	Y	40	ORION	D	588164	4	4
Indianapolis	8322	1983	HTV	N	Y	40	ORION	D	398281	4	4
Indianapolis	8323	1983	HTV	N	Y	40	ORION	D	437058	4	4
Indianapolis	8324	1983	HTV	N	Y	40	ORION	D	453920	4	4
Indianapolis	8333	1983	HTV	N	Y	40	ORION	D	408892	4	4
Indianapolis	8334	1983	HTV	N	Y	40	ORION	D	446405	4	4
Indianapolis	8335	1983	HTV	N	Y	40	ORION	D	482843	4	4
Indianapolis	8336	1983	HTV	N	Y	40	ORION	D	384353	4	4
Indianapolis	8337	1983	HTV	N	Y	40	ORION	D	371749	4	4
Indianapolis	8338	1983	HTV	N	Y	40	ORION	D	320742	4	4
Indianapolis	8339	1983	HTV	N	Y	40	ORION	D	371128	4	4
Indianapolis	8340	1983	HTV	N	Y	40	ORION	D	341613	4	4
Indianapolis	8341	1983	HTV	N	Y	40	ORION	D	362943	4	4
Indianapolis	8342	1983	HTV	N	Y	40	ORION	D	351557	3	3
Indianapolis	8343	1983	HTV	N	Y	40	ORION	D	365080	3	3
Indianapolis	8344	1983	HTV	N	Y	40	ORION	D	351458	4	4
Indianapolis	8345	1983	HTV	N	Y	40	ORION	D	380491	4	4
Indianapolis	8346	1983	HTV	N	Y	40	ORION	D	372201	4	4
Indianapolis	8347	1983	HTV	N	Y	40	ORION	D	326641	4	4
Indianapolis	8348	1983	HTV	N	Y	40	ORION	D	358228	4	4
Indianapolis	8349	1983	HTV	N	Y	40	ORION	D	325844	4	4
Indianapolis	8350	1983	HTV	N	Y	40	ORION	D	322768	4	4
Indianapolis	8601	1986	HTV	N	Y	48	ORION	D	458235	3	3
Indianapolis	8602	1986	HTV	N	Y	48	ORION	D	497620	3	3
Indianapolis	8603	1986	HTV	N	Y	48	ORION	D	431443	3	3
Indianapolis	8604	1986	HTV	N	Y	48	ORION	D	496056	3	3
Indianapolis	8605	1986	HTV	N	Y	48	ORION	D	491884	3	3
Indianapolis	8606	1986	HTV	N	Y	48	ORION	D	487013	3	3
Indianapolis	8607	1986	HTV	N	Y	48	ORION	D	454160	3	3
Indianapolis	8608	1986	HTV	N	Y	48	ORION	D	500595	3	3
Indianapolis	8609	1986	HTV	N	Y	48	ORION	D	496519	3	3
Indianapolis	8610	1986	HTV	N	Y	48	ORION	D	474680	3	3
Indianapolis	8611	1986	HTV	N	Y	48	ORION	D	519229	3	3
Indianapolis	8612	1986	HTV	N	Y	48	ORION	D	486993	3	3

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Indianapolis	8613	1986	HTV	N	Y	48	ORION	D	477805	3	3
Indianapolis	8614	1986	HTV	N	Y	48	ORION	D	506519	3	3
Indianapolis	8615	1986	HTV	N	Y	48	ORION	D	489041	3	3
Indianapolis	8616	1986	HTV	N	Y	48	ORION	D	399127	3	3
Indianapolis	8617	1986	HTV	N	Y	48	ORION	D	504517	3	3
Indianapolis	8618	1986	HTV	N	Y	48	ORION	D	480392	3	3
Indianapolis	8619	1986	HTV	N	Y	48	ORION	D	468615	3	3
Indianapolis	8620	1986	HTV	N	Y	48	ORION	D	473630	3	3
Indianapolis	8621	1986	HTV	N	Y	48	ORION	D	461852	3	3
Indianapolis	8622	1986	HTV	N	Y	48	ORION	D	465745	3	3
Indianapolis	8623	1986	HTV	N	Y	48	ORION	D	417287	3	3
Indianapolis	8624	1986	HTV	N	Y	48	ORION	D	502033	3	3
Indianapolis	8625	1986	HTV	N	Y	48	ORION	D	481522	3	3
Indianapolis	8626	1986	HTV	N	Y	48	ORION	D	497348	3	3
Indianapolis	8627	1986	HTV	N	Y	48	ORION	D	473401	3	3
Indianapolis	8628	1986	HTV	N	Y	48	ORION	D	474685	3	3
Indianapolis	8629	1986	HTV	N	Y	48	ORION	D	498354	3	3
Indianapolis	8630	1986	HTV	N	Y	48	ORION	D	493856	3	3
Indianapolis	8631	1986	HTV	N	Y	48	ORION	D	470657	3	3
Indianapolis	8632	1986	HTV	N	Y	48	ORION	D	486652	3	3
Indianapolis	8633	1986	HTV	N	Y	48	ORION	D	480052	3	3
Indianapolis	8634	1986	HTV	N	Y	48	ORION	D	480875	3	3
Indianapolis	8635	1986	HTV	N	Y	48	ORION	D	450387	3	3
Indianapolis	8636	1986	HTV	N	Y	48	ORION	D	468788	3	3
Indianapolis	8637	1986	HTV	N	Y	48	ORION	D	459047	3	3
Indianapolis	8638	1986	HTV	N	Y	48	ORION	D	474487	3	3
Indianapolis	8639	1986	HTV	N	Y	48	ORION	D	469116	3	3
Indianapolis	8640	1986	HTV	N	Y	48	ORION	D	499907	3	3
Indianapolis	8641	1986	HTV	N	Y	48	ORION	D	493277	3	3
Indianapolis	8642	1986	HTV	N	Y	48	ORION	D	473200	3	3
Indianapolis	8643	1986	HTV	N	Y	48	ORION	D	458938	3	3
Indianapolis	8644	1986	HTV	N	Y	48	ORION	D	463615	3	3
Indianapolis	8645	1986	HTV	N	Y	48	ORION	D	470328	3	3
Indianapolis	8646	1986	HTV	N	Y	48	ORION	D	463231	3	3
Indianapolis	8647	1986	HTV	N	Y	48	ORION	D	447753	3	3
Indianapolis	8648	1986	HTV	N	Y	48	ORION	D	459716	3	3
Indianapolis	8649	1986	HTV	N	Y	48	ORION	D	472057	3	3
Indianapolis	8650	1986	HTV	N	Y	48	ORION	D	443333	3	3
Indianapolis	8651	1986	HTV	N	Y	48	ORION	D	461411	3	3
Indianapolis	8652	1986	HTV	N	Y	48	ORION	D	470080	3	3
Indianapolis	8653	1986	HTV	N	Y	48	ORION	D	454460	3	3
Indianapolis	8654	1986	HTV	N	Y	48	ORION	D	489088	3	3
Indianapolis	8655	1986	HTV	N	Y	48	ORION	D	473921	3	3
Indianapolis	8656	1986	HTV	N	Y	48	ORION	D	482207	3	3
Indianapolis	8657	1986	HTV	N	Y	48	ORION	D	437584	3	3
Indianapolis	8658	1986	HTV	N	Y	48	ORION	D	471498	3	3
Indianapolis	8659	1986	HTV	N	Y	48	ORION	D	455793	3	3
Indianapolis	8660	1986	HTV	N	Y	48	ORION	D	459235	3	3
Indianapolis	8661	1986	HTV	N	Y	48	ORION	D	506434	3	3
Indianapolis	8662	1986	HTV	N	Y	48	ORION	D	483530	3	3
Indianapolis	8663	1986	HTV	N	Y	48	ORION	D	468521	3	3
Indianapolis	8664	1986	HTV	N	Y	48	ORION	D	470820	3	3
Indianapolis	8665	1986	HTV	N	Y	48	ORION	D	475330	3	3
Indianapolis	8666	1986	HTV	N	Y	48	ORION	D	445604	3	3
Indianapolis	8667	1986	HTV	N	Y	48	ORION	D	464375	3	3
Indianapolis	8668	1986	HTV	N	Y	48	ORION	D	472659	3	3
Indianapolis	8669	1986	HTV	N	Y	48	ORION	D	436518	3	3
Indianapolis	8670	1986	HTV	N	Y	48	ORION	D	438925	3	3
Indianapolis	8671	1986	HTV	N	Y	48	ORION	D	427131	3	3
Indianapolis	8672	1986	HTV	N	Y	48	ORION	D	474527	3	3
Indianapolis	8673	1986	HTV	N	Y	48	ORION	D	468503	3	3
Indianapolis	8674	1986	HTV	N	Y	48	ORION	D	476043	3	3

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Indianapolis	8675	1986	HTV	N	Y	48	ORION	D	474796	3	3
Indianapolis	8676	1986	HTV	N	Y	48	ORION	D	467940	3	3
Indianapolis	8677	1986	HTV	N	Y	48	ORION	D	439239	3	3
Indianapolis	8678	1986	HTV	N	Y	48	ORION	D	452474	3	3
Indianapolis	8679	1986	HTV	N	Y	48	ORION	D	447511	3	3
Indianapolis	8680	1986	HTV	N	Y	48	ORION	D	457197	3	3
Indianapolis	8701	1987	HTV	N	Y	48	ORION	D	454151	3	3
Indianapolis	8702	1987	HTV	N	Y	48	ORION	D	425000	3	3
Indianapolis	8703	1987	HTV	N	Y	48	ORION	D	461086	3	3
Indianapolis	8704	1987	HTV	N	Y	48	ORION	D	468235	3	3
Indianapolis	8705	1987	HTV	N	Y	48	ORION	D	440979	3	3
Indianapolis	8706	1987	HTV	N	Y	48	ORION	D	448488	3	3
Indianapolis	8707	1987	HTV	N	Y	48	ORION	D	456398	3	3
Indianapolis	8708	1987	HTV	N	Y	48	ORION	D	462631	3	3
Indianapolis	8709	1987	HTV	N	Y	48	ORION	D	442919	3	3
Indianapolis	8710	1987	HTV	N	Y	48	ORION	D	449492	3	3
Indianapolis	8711	1987	HTV	N	Y	48	ORION	D	460423	3	3
Indianapolis	8712	1987	HTV	N	Y	48	ORION	D	429188	3	3
Indianapolis	8713	1987	HTV	N	Y	48	ORION	D	456156	3	3
Indianapolis	8714	1987	HTV	N	Y	48	ORION	D	444960	3	3
Indianapolis	8715	1987	HTV	N	Y	48	ORION	D	454500	3	3
Indianapolis	9517	1987	HTV	N	Y	16ST/14	EURO-TRANS	D	29959	2	1
Indianapolis	9518	1987	HTV	N	Y	16ST/14	EURO-TRANS	D	31914	2	1
Indianapolis	9519	1987	HTV	N	Y	16ST/14	EURO-TRANS	D	25410	2	1
Indianapolis	9201	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	208293	4	4
Indianapolis	9202	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	224400	4	4
Indianapolis	9203	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	200759	4	4
Indianapolis	9204	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	187699	4	4
Indianapolis	9205	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	221984	4	4
Indianapolis	9206	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	217280	4	4
Indianapolis	9207	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	196956	4	4
Indianapolis	9208	1992	MDV	Y	Y	14ST/2	DODGE RAM	G	212139	4	4
Indianapolis	9401	1994	BOTC	Y	Y	18ST/4	FORD	D	146778	4	3
Indianapolis	9402	1994	BOTC	Y	Y	18ST/4	FORD	D	129663	4	3
Indianapolis	9403	1994	BOTC	Y	Y	18ST/4	FORD	D	155175	4	3
Indianapolis	9404	1994	BOTC	Y	Y	18ST/4	FORD	D	156801	4	3
Indianapolis	9405	1994	BOTC	Y	Y	18ST/4	FORD	D	137286	4	3
Indianapolis	9406	1994	BOTC	Y	Y	18ST/4	FORD	D	146524	4	3
Indianapolis	9407	1994	BOTC	Y	Y	18ST/4	FORD	D	137160	4	3
Indianapolis	9408	1994	BOTC	Y	Y	18ST/4	FORD	D	141073	4	3
Indianapolis	9409	1994	BOTC	Y	Y	18ST/4	FORD	D	129743	4	3
Indianapolis	9410	1994	BOTC	Y	Y	18ST/4	FORD	D	133340	4	3
Indianapolis	9411	1994	BOTC	Y	Y	18ST/4	FORD	D	130812	4	3
Indianapolis	9412	1994	BOTC	Y	Y	18ST/4	FORD	D	134200	4	3
Indianapolis	9413	1994	BOTC	Y	Y	18ST/4	FORD	D	120049	4	3
Indianapolis	9414	1994	BOTC	Y	Y	18ST/4	FORD	D	131589	4	3
Indianapolis	9415	1994	BOTC	Y	Y	18ST/4	FORD	D	104867	4	3
Indianapolis	9416	1994	BOTC	Y	Y	18ST/4	FORD	D	167905	1	1
Indianapolis	9520	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	28557	2	1
Indianapolis	9521	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	25220	2	1
Indianapolis	9522	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	13017	2	1
Indianapolis	9523	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	13017	2	1
Indianapolis	9524	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	8246	2	1
Indianapolis	9525	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	8851	2	1
Indianapolis	9526	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	8920	2	1
Indianapolis	9608	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	9072	2	1
Indianapolis	9609	1996	LTV	Y	Y	16ST/14	EURO-TRANS	D	21126	2	1
Indianapolis	9601	1996	BOTC	Y	Y	16ST/14	FORD	D	44878	1	1
Indianapolis	9602	1996	MDV	Y	Y	14ST/4	FORD	D	45919	1	1
Indianapolis	9603	1996	MDV	Y	Y	14ST/4	FORD	D	40846	1	1
Indianapolis	9604	1996	MDV	Y	Y	14ST/4	FORD	D	39151	1	1
Indianapolis	9605	1996	MDV	Y	Y	14ST/4	FORD	D	40846	1	1

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible	Comply Clean Air	Vehicle Capacity	Vehicle Manufacturer	Engine Type	Vehicle Mileage	Maint. History	Present Condition
LCEOC	118	1983	BOVC	N	N	9	CHEVY	G	19668	4	4
LCEOC	11	1984	BOVC	N	N	9	CHEVY	G	200879	4	4
LCEOC	106	1987	BOVC	N	N	16	FORD	G	145765	4	4
LCEOC	122	1987	BOVC	N	N	4	DODGE	G	101114	4	4
LCEOC	142	1987	BOVC	N	N	4	DODGE	G	101250	4	4
LCEOC	32	1988	MDV	N	N	7	CHEVY	G	105789	4	4
LCEOC	16	1988	MDV	N	N	9	CHEVY	G	2000117	4	4
LCEOC	188	1991	BOVC	N	N	12	CHEVY	G	88856	2	3
LCEOC	236	1992	MDV	N	N	15	FORD	G	100259	3	3
LCEOC	237	1992	BOVC	N	N	15	FORD	G	99888	3	3
LCEOC	226	1993	MDV	N	N	10	FORD	G	58768	2	2
LCEOC	225	1993	MDV	N	N	10	FORD	G	77867	2	2
LCEOC	224	1993	MDV	N	N	10	FORD	G	56789	2	2
LCEOC	223	1993	BOVC	N	N	14	FORD	G	66599	2	2
LCEOC	238	1993	MDV	N	N	11	DODGE	G	66987	2	2
LCEOC	227	1993	BOVC	N	N	4	FORD	G	66871	2	2
LCEOC	244	1994	BOVC	N	N	16	FORD	G	66666	2	2
LCEOC	260	1995	BOVC	N	N	20	CHEVY	G	19137	1	1
LCEOC	261	1995	BOVC	N	N	20	CHEVY	G	19008	1	1
LCEOC	262	1995	BOVC	N	N	20	CHEVY	G	20223	1	1
LCEOC	263	1995	BOVC	N	N	20	CHEVY	G	12117	1	1
LCEOC	264	1995	BOVC	N	N	20	CHEVY	G	13373	1	1
LCEOC	265	1995	BOVC	N	N	20	CHEVY	G	13767	1	1
LCEOC	266	1995	BOVC	N	N	20	CHEVY	G	17777	1	1
LCEOC	267	1995	BOVC	N	N	20	CHEVY	G	18779	1	1
LCEOC	307	1995	BOVC	Y	Y	16	FORD	G/CNG	18890	1	1
LCEOC	313	1995	BOVC	N	Y	21	FORD	G/CNG	17252	1	1
LCEOC	258	1995	BOVC	N	N	16	FORD	D	46668	2	2
LCEOC	256	1995	MDV	N	N	9	DODGE	G	15556	1	1
LCEOC	302	1996	BOVC	N	Y	16	FORD	G/CNG	21456	1	1
LCEOC	303	1996	BOVC	N	Y	16	FORD	G/CNG	19786	1	1
LCEOC	304	1996	BOVC	N	Y	16	FORD	G/CNG	16778	1	1
LCEOC	310	1996	BOVC	N	Y	21	FORD	G/CNG	22321	1	1
LCEOC	311	1996	BOVC	N	Y	21	FORD	G/CNG	17889	1	1
LCEOC	305	1996	BOVC	Y	Y	16	FORD	G/CNG	21119	1	1
LCEOC	312	1996	BOVC	N	Y	21	FORD	G/CNG	20009	1	1
LCEOC	308	1996	BOVC	Y	Y	16	FORD	G/CNG	11114	1	1
LCEOC	309	1996	BOVC	N	N	21	FORD	G	22112	1	1
LCEOC	315	1996	BOVC	N	Y	21	FORD	G	15552	1	1
LCEOC	316	1996	BOVC	N	Y	21	FORD	G/CNG	19996	1	1
LCEOC	300	1996	BOVC	Y	Y	16	FORD	G/CNG	22216	1	1
LCEOC	301	1996	BOVC	Y	N	16	FORD	G	22005	1	1
LCEOC	314	1996	BOVC	N	N	16	FORD	G	14558	1	1
LCEOC	326	1996	MDV	Y	N	7	DODGE	G	18558	1	1
Madison C.	47-7405	1988	BOVC	Y	Y	4ST/2TD	FORD	G	2223	1	1
Madison C.	49-7407	1988	BOVC	N	Y	12	FORD	G	65214	1	2
Madison C.	59-8332	1990	BOVC	N	Y	5	DODGE	G	75727	1	2
Madison C.	66-2593	1991	BOVC	Y	Y	4ST/2	FORD	G	45592	1	2
Madison C.	67-2588	1991	BOVC	Y	Y	4ST/1	FORD	G	70719	1	2
Madison C.	73-5946	1992	MDV	N	Y	5	OLDS	G	102372	1	2
Madison C.	79-9593	1993	MDV	Y	Y	12ST/4TD	FORD	G	88797	1	2
Madison C.	80-4285	1993	MDV	Y	Y	12ST/4TD	FORD	G	10725	1	2
Madison C.	83-6705	1994	BOVC	N	Y	5	FORD	G	73782	1	2
Madison C.	92-8228	1995	BOVC	Y	Y	4ST/1TD	CHEV	G	93029	1	2
Madison C.	99-4340	1995	BOVC	N	Y	7	FORD	G	42188	1	2
Marion	89-1	1989	BOTC	Y	Y	20ST/4TD	THOMAS	G	49922	1	2
Marion	89-2	1989	BOTC	Y	Y	20ST/4TD	THOMAS	G	152873	4	4
Marion	89-3	1989	BOTC	Y	Y	20ST/4TD	THOMAS	G	171877	4	4
Marion	89-4	1989	BOTC	Y	Y	20ST/4TD	THOMAS	G	171236	4	4
Marion	94-1	1994	BOVC	Y	Y	18ST/2TD	THOMAS	G	194367	4	4
Marion	94-2	1994	BOVC	Y	Y	18ST/2TD	FORD	G	71422	1	1
									60695	1	1

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Marion	95-1	1995	MV	Y	Y	10ST/2TD	DODGE	G	1861	1	1
Marion	95-2	1995	MV	Y	Y	10ST/2TD	DODGE	G	309	1	1
Marion	95-3	1995	MV	Y	Y	10ST/2TD	DODGE	G	195	1	1
Marion	95-6	1995	MTB	Y	Y	30ST/2TD	Thomas	D	37216	1	1
Marion	95-7	1995	MTB	Y	Y	30ST/2TD	THOMAS	D	35665	1	1
Marion	96-1	1996	BOVC	Y	Y	20ST/2TD	FORD	G	5421	1	1
Marion	96-2	1996	BOVC	Y	Y	20ST/2TD	FORD	G	5007	1	1
Marion	96-3	1996	BOVC	Y	Y	20ST/2TD	FORD	G	4149	1	1
Marion	96-4	1996	BOVC	Y	Y	20ST/2TD	FORD	G	3813	1	1
Marion	96-5	1996	BOVC	Y	Y	20ST/2TD	FORD	G	2860	1	1
Michigan City	3	1988	MTV	N	N	29	BLUE BIRD	D		4	3
Michigan City	6	1988	MTV	N	N	29	BLUE BIRD	D		4	4
Michigan City	5	1990	MTV	Y	N	28ST/2	BLUE BIRD	D		4	3
Michigan City	9	1992	BOVC	Y	Y	16ST/2TD	FORD	D	96103	4	3
Michigan City	1	1994	BOVC	Y	Y	16ST/2	FORD	D	111430	4	3
Michigan City	2	1994	BOVC	Y	Y	16ST/2	FORD	D	104680	4	3
Michigan City	4	1994	BOVC	Y	Y	16ST/2TD	FORD	D	86691	4	3
Mitchell	2	1981	BOVC	Y	Y	14	GMC	G	15055	2	2
Mitchell	3	1996	BOVC	Y	Y	14	FORD	G	41298	1	1
Monroe County	34618	1992	BOVC	Y	Y	24	FORD	G	118815	4	2
Monroe County	34618	1993	BOVC	Y	Y	24	FORD	G	87933	4	2
Monroe County	35010	1993	MDV	Y	Y	10	FORD	G	58535	4	2
Monroe County	35052	1994	BOVC	Y	Y	18	FORD	G	66079	4	2
Monroe County	35061	1994	BOVC	Y	Y	18	FORD	G	61458	4	2
Monroe County	35137	1995	BOVC	Y	Y	18	FORD	G	33474	4	1
Monroe County	35129	1995	MDV	Y	Y	12	DODGE	G	38403	4	2
Monroe County	35130	1995	MDV	Y	Y	18	DODGE	G	39087	4	2
Monroe County	35128	1995	BOVC	Y	Y	18	FORD	G	45513	4	2
Monroe County	35128	1995	BOVC	Y	Y	18	FORD	G	46176	4	2
Monroe County	35127	1995	BOVC	Y	Y	18	FORD	G	19632	4	2
Monroe County	34666	1996	BOVC	Y	Y	16	FORD	G	7692	4	1
Monroe County	34667	1996	BOVC	Y	Y	16	FORD	G	6164	4	1
Muncie	102	1981	HTV	Y	Y	35ST/2TD	GMC	D	576059	4	4
Muncie	103	1981	HTV	Y	Y	35ST/2TD	GMC	D	578437	4	4
Muncie	110	1981	HTV	Y	Y	35ST/2TD	GMC	D	552576	4	4
Muncie	91	1988	BOVC	Y	Y	15ST/2TD	GOSHEN	D	182483	4	4
Muncie	93	1988	BOVC	Y	Y	15ST/2TD	GOSHEN	D	191197	4	4
Muncie	96	1988	BOVC	Y	Y	15ST/2TD	GOSHEN	D	1870668	4	4
Muncie	121	1989	HTV	Y	Y	35ST/2TD	TMC	D	342145	2	2
Muncie	122	1989	HTV	Y	Y	35ST/2TD	TMC	D	386314	2	2
Muncie	123	1989	HTV	Y	Y	35ST/2TD	TMC	D	376891	2	2
Muncie	124	1990	HTV	Y	Y	35ST/2TD	TMC	D	274138	2	2
Muncie	125	1990	HTV	Y	Y	35ST/2TD	TMC	D	280788	2	2
Muncie	126	1990	HTV	Y	Y	35ST/2TD	TMC	D	275802	2	2
Muncie	127	1990	HTV	Y	Y	35ST/2TD	TMC	D	260798	2	2
Muncie	97	1990	BOVC	Y	Y	15ST/2TD	GOSHEN	D	143711	4	4
Muncie	128	1992	HTV	Y	Y	34ST/2TD	TMC	D	184114	2	2
Muncie	129	1992	HTV	Y	Y	34ST/2TD	TMC	D	188299	2	2
Muncie	130	1992	HTV	Y	Y	34ST/2TD	TMC	D	179706	2	2
Muncie	98	1992	BOVC	Y	Y	15ST/2TD	Goshen	D	94914	3	3
Muncie	99	1992	BOVC	Y	Y	15ST/2TD	Goshen	D	75503	3	3
Muncie	131	1993	HTV	Y	Y	34ST/2TD	TMC	D	135283	2	2
Muncie	106	1994	HTV	Y	Y	35ST/2TD	GMC/BODY	D	591417	2	3
Muncie	132	1994	HTV	Y	Y	35ST/2TD	FLX	D	86724	2	2
Muncie	133	1994	HTV	Y	Y	35ST/2TD	FLX	D	79002	2	2
Muncie	134	1994	HTV	Y	Y	35ST/2TD	FLX	D	84724	2	2
Muncie	135	1994	HTV	Y	Y	35ST/2TD	FLX	D	91775	2	2
Muncie	136	1994	HTV	Y	Y	35ST/2TD	FLX	D	96284	2	2
Muncie	137	1994	HTV	Y	Y	35ST/2TD	FLX	D	84740	2	2
Muncie	109	1995	HTV	Y	Y	35ST/2TD	GMC/COACH	D	573534	2	2
Muncie	116	1995	HTV	Y	Y	35ST/2TD	GMC/COACH	D	544656	2	2
Muncie	301	1996	BOVC	Y	Y	15ST/2TD	SUPREME	D	17562	2	2

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Muncie	302	1986	BOTC	Y	Y	15ST/2TD	SUPREME	D	17782	2	2
Muncie	303	1986	BOTC	Y	Y	15ST/2TD	SUPREME	D	19356	2	2
Muncie	304	1986	BOTC	Y	Y	15ST/2TD	SUPREME	D	19787	2	2
Muncie	305	1986	BOTC	Y	Y	15ST/2TD	SUPREME	D	16473	2	2
New Castle	B11	1990	BOTC	Y	Y	21ST/2	FORD	G	107942	2	2
New Castle	B12	1990	BOTC	Y	Y	21ST/2	FORD	G	102875	2	2
New Castle	B13	1990	BOTC	Y	Y	21ST/2	FORD	G	87450	2	2
New Castle	B14	1990	BOTC	Y	Y	21ST/2	FORD	G	90885	2	2
New Castle	B15	1995	BOTC	Y	Y	22ST/2	FORD	G	8790	1	1
New Castle	B16	1995	BOTC	Y	Y	22ST/2	FORD	G	8087	1	1
Plymouth	1891	1991	MDV	Y	Y	10ST/1TD	DODGE	G	87892	2	2
Plymouth	1995	1995	MDV	Y	Y	5ST/2TD	FORD	G	25057	1	1
Plymouth	1996	1996	MDV	Y	Y	7	CHEV	G	12041	1	1
Richmond	110	1988	BOVC	N	N	12	FORD	GAS	274274	2	1
Richmond	9	1992	MNV	N	Y	6	CHEV	G	165334	1	3
Richmond	10	1992	MNV	Y	Y	6ST/2TD	FORD	G	98875	3	3
Richmond	210	1994	LTV	Y	Y	21ST/2TD	FORD	DIESEL	98493	2	1
Richmond	211	1994	LTV	Y	Y	17ST/2TD	FORD	D	94477	3	1
Richmond	212	1994	LTV	Y	Y	21ST/2TD	FORD	D	105389	3	1
Richmond	213	1994	LTV	Y	Y	21ST/1TD	FORD	D	79330	2	1
Richmond	214	1984	LTV	Y	Y	21ST/1TD	FORD	D	99273	2	1
Richmond	8	1994	STAWG	N	Y	7	CHEV	GAS	55134	1	1
Richmond	215	1985	LTV	Y	Y	21ST/1TD	FORD	D	57992	1	1
Richmond	13	1995	MDV	Y	Y	12ST/2TD	DODGE	G	31764	1	1
Richmond	14	1995	MDV	Y	Y	12ST/2TD	DODGE	G	32482	1	1
Richmond	216	1996	LTV	Y	Y	18ST/2TD	FORD	D	26648	1	1
Richmond	217	1996	LTV	Y	Y	16ST/2TD	FORD	D	27178	1	1
Richmond	218	1996	LTV	Y	Y	18ST/2TD	FORD	D	24240	1	1
Richmond	15	1996	MDV	Y	Y	12ST/2TD	DODGE	G	13474	1	1
South Bend	2141	1971	MTB	N	N	45	GMC	D	530362	2	2
South Bend	2157	1971	MTB	N	N	45	GMC	D	513724	2	2
South Bend	2166	1971	MTB	N	N	45	GMC	D	499942	2	2
South Bend	2169	1971	MTB	N	N	45	GMC	D	473672	2	2
South Bend	4401	1984	MTB	N	N	38	NEOPLAN	D	236761	2	2
South Bend	4402	1984	MTB	N	N	38	NEOPLAN	D	237905	2	2
South Bend	4403	1984	MTB	N	N	38	NEOPLAN	D	211987	2	2
South Bend	4404	1984	MTB	N	N	38	NEOPLAN	D	191055	2	2
South Bend	4405	1984	MTB	N	N	38	NEOPLAN	D	208132	2	2
South Bend	4406	1984	MTB	N	N	38	NEOPLAN	D	199858	2	2
South Bend	4407	1984	MTB	N	N	38	NEOPLAN	D	220701	2	2
South Bend	4408	1984	MTB	N	N	38	NEOPLAN	D	250323	2	2
South Bend	4409	1984	MTB	N	N	38	NEOPLAN	D	208808	2	2
South Bend	4410	1987	MTB	N	N	40	FLXIBLE	D	224531	2	2
South Bend	4411	1987	MTB	N	N	40	FLXIBLE	D	342294	2	2
South Bend	4412	1987	MTB	N	N	40	FLXIBLE	D	394532	2	2
South Bend	4413	1987	MTB	N	N	40	FLXIBLE	D	370780	2	2
South Bend	4414	1987	MTB	N	N	40	FLXIBLE	D	439739	2	2
South Bend	4415	1987	MTB	N	N	40	FLXIBLE	D	340998	2	2
South Bend	4416	1987	MTB	N	N	40	FLXIBLE	D	349162	2	2
South Bend	4417	1987	MTB	N	N	40	FLXIBLE	D	380872	2	2
South Bend	4418	1987	MTB	N	N	40	FLXIBLE	D	332808	2	2
South Bend	4419	1987	MTB	N	N	40	FLXIBLE	D	355794	2	2
South Bend	4420	1987	MTB	N	N	40	FLXIBLE	D	366696	2	2
South Bend	4421	1987	MTB	N	N	40	FLXIBLE	D	388503	2	2
South Bend	4422	1987	MTB	N	N	40	FLXIBLE	D	336867	2	2
South Bend	4423	1987	MTB	N	N	40	FLXIBLE	D	345033	2	2
South Bend	4424	1987	MTB	N	N	40	FLXIBLE	D	371309	2	2
South Bend	4425	1987	MTB	N	N	40	FLXIBLE	D	387295	2	2
South Bend	4426	1987	MTB	N	N	40	FLXIBLE	D	380173	2	2
South Bend	4427	1987	MTB	N	N	40	FLXIBLE	D	429868	2	2
South Bend	4428	1987	MTB	N	N	40	FLXIBLE	D	291959	2	2
South Bend	4429	1987	MTB	N	N	40	FLXIBLE	D	348452	2	2
South Bend	4430	1987	MTB	N	N	40	FLXIBLE	D	373973	2	2
South Bend	4431	1987	MTB	N	N	40	FLXIBLE	D	389680	2	2
South Bend	4432	1987	MTB	N	N	40	FLXIBLE	D	398716	2	2
South Bend	4433	1987	MTB	N	N	40	FLXIBLE	D	344636	2	2
South Bend	4434	1987	MTB	N	N	40	FLXIBLE	D	373552	2	2

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible	Comply Clean Air	Vehicle Capacity	Vehicle Manufacturer	Engine Type	Vehicle Mileage	Maint. History	Present Condition
South Bend	4435	1987	MTB	N	N	40	FLXBLE	D	378837	2	2
South Bend	4436	1987	MTB	N	N	40	FLXBLE	D	383435	2	2
South Bend	4437	1987	MTB	N	N	40	FLXBLE	D	392890	2	2
South Bend	4438	1987	MTB	N	N	40	FLXBLE	D	273075	2	2
South Bend	4439	1987	MTB	N	N	40	FLXBLE	D	426484	2	2
South Bend	4440	1987	MTB	N	N	40	FLXBLE	D	383156	2	2
South Bend	4441	1987	MTB	N	N	40	FLXBLE	D	358288	2	2
South Bend	4442	1987	MTB	N	N	40	FLXBLE	D	411817	2	2
South Bend	4443	1987	MTB	N	N	40	FLXBLE	D	361414	2	2
South Bend	4444	1987	MTB	N	N	40	FLXBLE	D	305335	2	2
South Bend	4445	1987	MTB	N	N	40	FLXBLE	D	385246	2	2
South Bend	4446	1987	MTB	N	N	40	FLXBLE	D	384240	2	2
South Bend	4447	1987	MTB	N	N	40	FLXBLE	D	371616	2	2
South Bend	4448	1987	MTB	N	N	40	FLXBLE	D	384401	2	2
South Bend	4449	1987	MTB	N	N	40	FLXBLE	D	351918	2	2
South Bend	9150	1987	MTB	N	N	39	FLXBLE	D	266138	2	2
South Bend	288	1988	MV	Y	N	11	DODGE	G	187016	2	2
South Bend	388	1988	MV	Y	N	11	DODGE	G	171053	2	2
South Bend	9151	1991	MTB	N	N	39	FLXBLE	D	217792	2	2
South Bend	9152	1991	MTB	N	N	39	FLXBLE	D	245703	2	2
South Bend	9153	1991	MTB	N	N	39	FLXBLE	D	261723	2	2
South Bend	194	1994	MV	Y	N	11	DODGE	G	106550	2	1
South Bend	294	1994	MV	Y	N	11	DODGE	G	104012	2	1
South Bend	394	1994	MV	Y	N	11	DODGE	G	185358	2	1
South Bend	494	1994	MV	Y	N	11	DODGE	G	96025	2	1
South Bend	594	1994	MV	Y	N	11	DODGE	G	100584	2	1
South Bend	9601	1996	LTV	Y	Y	22	AVS	ELECTRIC	330	1	1
South Bend	9602	1996	LTV	Y	Y	22	AVS	ELECTRIC	300	1	1
South Bend	9603	1996	LTV	Y	Y	22	AVS	ELECTRIC	310	1	1
South Bend	9604	1996	LTV	Y	Y	22	AVS	ELECTRIC	320	1	1
Tradewinds	T-21	1980	BLAZER	N	Y	2	CHEVY	G	108191	3	2
Tradewinds	T-21	1984	BOX. TR	N	Y	3	GMC	D	93164	2	2
Tradewinds	56	1987	MDV	Y	Y	45T/2	FORD	G	240055	2	2
Tradewinds	67	1987	MDV	Y	Y	45T/2	FORD	G	131299	2	2
Tradewinds	T-09	1987	MNV	N	Y	2	DODGE	G	164783	2	2
Tradewinds	12	1988	SV	N	Y	11ST	FORD	G	131604	2	2
Tradewinds	58	1988	BOVC	N	Y	21ST	FORD	G	169522	2	1
Tradewinds	64	1988	SV	N	Y	11ST	FORD	G	198828	4	4
Tradewinds	68	1989	MDV	N	Y	4ST	FORD	G	130231	2	2
Tradewinds	T-15	1989	TRUCK	N	Y	3	CHEVY	G	155451	2	2
Tradewinds	77	1991	SV	N	Y	14ST	FORD	G	91240	2	1
Tradewinds	78	1992	TOW TR	N	Y	3ST	FORD	D	21845	1	1
Tradewinds	79	1992	SV	N	Y	14ST	FORD	G	138835	2	1
Tradewinds	80	1993	BOVC	N	Y	21ST	FORD	D	143600	2	2
Tradewinds	81	1993	BOVC	Y	Y	8ST/2	FORD	G	108982	2	2
Tradewinds	82	1994	BOVC	Y	Y	16ST/1	FORD	D	75961	2	1
Tradewinds	83	1994	BOVC	N	Y	21	FORD	D	62299	2	1
Tradewinds	84	1994	BOVC	N	Y	21	FORD	D	58122	2	1
Tradewinds	85	1994	BOVC	N	Y	21	FORD	D	68195	2	1
Tradewinds	86	1994	BOVC	N	Y	21	FORD	D	68892	2	1
Tradewinds	87	1994	BOVC	N	Y	21	FORD	D	58296	2	1
Tradewinds	88	1994	BOVC	Y	Y	12ST/2	FORD	D	77657	2	1
Tradewinds	89	1994	BOVC	Y	Y	12ST/2	FORD	D	35413	2	1
Tradewinds	90	1994	BOVC	Y	Y	12ST/2	FORD	D	61044	2	1
Tradewinds	91	1995	SV	N	Y	14ST	FORD	G	42238	2	1
Tradewinds	92	1995	SV	N	Y	14ST	FORD	G	58607	2	1
Tradewinds	93	1995	SV	N	Y	14ST	FORD	G	83540	2	1
Tradewinds	94	1995	BOVC	Y	Y	12ST/2	FORD	D	67448	2	1
Tradewinds	95	1995	BOVC	Y	Y	12ST/2	FORD	D	70766	2	1
Tradewinds	96	1995	SV	N	Y	14	FORD	G	44877	2	1
Tradewinds	97	1995	MDV	Y	Y	14	DODGE	G	41246	2	1
Tradewinds	98	1995	MDV	Y	Y	14	DODGE	G	28331	2	1

Operator	Vehicle ID	Year Purchased	Body Type	ADA Accessible	Comply Clean Air	Vehicle Capacity	Vehicle Manufacturer	Engine Type	Vehicle Mileage	Maint. History	Present Condition
Tradewinds	99	1995	MDV	Y	Y	14	DODGE	G	37910	2	1
Tradewinds	100	1995	BOVC	Y	Y	16ST/1	FORD	D	33304	2	1
Tradewinds	101	1995	BOVC	Y	Y	16ST/1	FORD	D	49241	2	1
Tradewinds	102	1995	BOVC	Y	Y	12ST/1	FORD	D	23790	2	1
Tradewinds	103	1995	BOVC	N	Y	21	FORD	D	44904	2	1
Tradewinds	104	1995	BOVC	Y	Y	2ST/6	FORD	D	15157	1	1
Tradewinds	105	1995	BOVC	Y	Y	2ST/6	FORD	D	32653	2	1
Tradewinds	106	1995	BOVC	N	Y	21	FORD	D	57708	2	1
Tradewinds	107	1995	SV	N	Y	14	CHEVY	G	11691	1	1
Tradewinds	108	1996	MDV	Y	Y	14	DODGE	G	38241	2	1
Tradewinds	109	1996	MDV	Y	Y	14	DODGE	G	25728	2	1
Tradewinds	110	1996	MDV	Y	Y	14	DODGE	G	15812	1	1
Tradewinds	T-01	1996	CAR	N	Y	5	CHEVY	G	2708	1	1
Tradewinds	T-02	1996	CAR	N	Y	5	CHEVY	G	21024	1	1
Terre Haute	702	1983	CRAFT	N	Y	21ST/12	Skillcraft	G	N/A	4	4
Terre Haute	706	1983	CRAFT	N	Y	21ST/12	Skillcraft	G	N/A	4	4
Terre Haute	707	1983	CRAFT	N	Y	21ST/12	Skillcraft	G	N/A	4	4
Terre Haute	710	1983	CRAFT	N	Y	21ST/12	Skillcraft	G	N/A	4	4
Terre Haute	711	1984	CRAFT	N	Y	21ST/12	Skillcraft	G	N/A	4	4
Terre Haute	712	1984	CRAFT	N	Y	21ST/12	Skillcraft	D	N/A	4	4
Terre Haute	ADA	1994	FORD	Y	Y	14ST/6	Ford	G	N/A	4	4
Terre Haute	36	1996	FORD	Y	Y	16ST/8	Ford	G	N/A	1	4
Terre Haute	37	1996	FORD	Y	Y	16ST/8	Ford	G	N/A	1	4
Terre Haute	31	1997	FORD	Y	Y	16ST/8	Ford	G	N/A	1	1
Terre Haute	32	1997	FORD	Y	Y	16ST/8	Ford	G	N/A	1	1
Terre Haute	33	1997	FORD	Y	Y	16ST/8	Ford	G	N/A	1	1
Terre Haute	34	1997	FORD	Y	Y	16ST/8	Ford	G	N/A	1	1
Terre Haute	35	1997	FORD	Y	Y	16ST/8	Ford	G	N/A	1	1
Union C.	00**	1983	MDV	N	N	14	FORD	G	186200	4	4
Union C.	000**	1983	MDV	Y	N	11ST/1TD	DODGE	G	164100	4	4
Union C.	0	1988	MDV	Y	N	11ST/1TD	DODGE	G	90100	4	4
Union C.	1	1988	MDV	Y	Y	7ST/1TD	FORD	G	137500	4	4
Union C.	2	1989	MDV	N	Y	6	FORD	G	162400	3	4
Union C.	3	1990	MDV	Y	Y	11ST/1TD	DODGE	G	140100	2	3
Union C.	4	1991	MDV	Y	Y	5ST/1TD	PLY	G	97350	3	3
Union C.	5	1992	MDV	N	Y	14	FORD	G	65500	2	3
Union C.	7	1996	MDV	Y	Y	11ST/1TD	DODGE	G	12800	1	2
Union C.	8	1997	MDV	Y	Y	11ST/1	DODGE	G	14900	1	2
Washington	UNIT 3	1993	MDV	Y	Y	6	DODGE	G	25234	2	2
Washington	UNIT 4	1994	MDV	Y	Y	6	DODGE	G	17133	2	2
Washington	UNIT 0	1996	BOVC	Y	Y	18	FORD	G	820	1	1
Washington	UNIT 1	1996	BOVC	Y	Y	18	FORD	G	4193	1	1
Washington	UNIT 2	1996	BOVC	Y	Y	18	FORD	G	2730	1	1
Waveland	2838	1991	MDV	N	Y	14	Dodge	G	6698	2	2
Waveland	6576	1994	MDV	N	Y	13	Dodge	G	8889	1	1
Waveland	4246	1994	MDV	N	Y	13	Dodge	G	3879	1	1
Waveland	4245	1994	MDV	N	Y	13	Dodge	G	9579	1	1
Waveland	6655	1994	MDV	Y	Y	12ST/2TD	Dodge	G	1100	1	1
Waveland	4244	1994	MDV	N	Y	13	Dodge	G	8217	1	1
Waveland	4998	1996	MDV	Y	Y	12ST/2TD	DODGE	G	6370	1	1

SECTION FOUR

INDOT FEDERAL FUNDING PROGRAM UPDATES

Program Update

Section 5310 - Grants and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities

The Section 5310 Program is administered by the INDOT Public Transit Section. This program is designed to serve areas where accessible public transit for the elderly and persons with disabilities is either unavailable, inadequate or inappropriate. The program provides vehicles and related equipment to private non-profit organizations and eligible public bodies involved in transporting the elderly and persons with disabilities.

The Federal Transit Administration (FTA) funds up to 80% of the project costs. The grantee must provide the remaining 20% cash match. During calendar year 1996, INDOT awarded \$1.18 million in Section 5310 grants to the agencies listed in Table 7.

Based on figures from quarterly reports submitted by grantees, the Section 5310 grantees provided about 800,000 one-way trips each year with just the vehicles awarded during the past five years. These vehicles travel approximately 4 million miles each year. The average cost per passenger trip is \$3.50, the average passenger trips per mile is .29, while the average cost per mile is \$0.69.

The Section 5310 Program Manager for INDOT is Brian Jones. Any questions regarding this program can be directed to Brian at (317) 232-1493.

TABLE 7

1996 Section 5310 Projects

GRANTEE	SERVICE AREA	EQUIPMENT AWARD	TOTAL COST	FEDERAL SHARE
Porter County COA	Porter County	Modified Van with lift	\$29,540	\$23,632
ADEC	Elkhart County	School Bus with lift	\$42,754	\$34,203
Northeastern Center	Steuben County	Standard Van	\$21,923	\$17,538
Noble County ARC	Noble County	Two Modified Vans	\$57,180	\$45,744
Noble County COA	Noble County	Modified Van with lift	\$29,890	\$23,912
DeKalb County COA	DeKalb County	Modified Van	\$28,590	\$22,872
DeKalb Co. Parents Grp.	DeKalb County	Modified Van	\$28,240	\$22,592
Byron Health Center	Allen County	Modified Van with lift	\$29,890	\$23,912
Allen County COA	Allen County	Modified Van with lift	\$29,890	\$23,912
Turnstone Center	City of Ft. Wayne	Modified Van with lift	\$29,890	\$23,912
Marshall Co. Older Adult Services	Marshall County	Mini-van	\$17,822	\$14,258
Fulton County COA	Fulton County	Standard Van	\$21,923	\$17,538
Comprehensive Develop. Centers	Benton County	Light Transit Vehicle with lift	\$39,792	\$31,834
Area 4 Agency on Aging	Warren County	Modified Van with lift	\$29,540	\$23,632
Huntington COA	Huntington County	Modified Van with lift	\$29,890	\$23,912
Wells County COA	Wells County	Modified Van	\$28,590	\$22,872
BI-County Services	Adams/Wells Cos.	Modified Van with lift	\$29,890	\$23,912
Jay-Randolph Develop. Services	Jay and Randolph Counties	Mini-van	\$17,822	\$14,258
Area 6 Community & Senior Servs.	Delaware County	Modified Van with lift	\$29,890	\$23,912
		Mini-Van	\$17,822	\$14,258
Adult Day Care of Richmond	Wayne County	Modified Van with lift	\$29,890	\$23,912
West Central Ind Econ. Dev. District	Parke County	Modified Van	\$28,240	\$22,592
YMCA Vincennes	Knox County	Modified Van with lift	\$29,890	\$23,912
		Mini-van	\$17,822	\$14,258
Knox County ARC	Knox County	Standard Van	\$21,923	\$17,538
Janus Developmental Services	Hamilton County	Standard Van	\$21,923	\$17,538
Community Centers of Indianapolis	Marion County	2 Light Transit Vehicles w/ lifts	\$79,584	\$63,667
Independent Residential Living	Marion County	Modified Van with lift	\$29,540	\$23,632
Noble Centers	Marion County	School Bus with lift	\$46,994	\$37,595
Catholic Social Services	Marion County	Modified Van with lift	\$29,890	\$23,912
Gateway Services	Johnson County	Two Modified Vans with lifts	\$59,780	\$47,824
Developmental Services	Jackson County	Modified Van with lift	\$29,890	\$23,912
Area 11 Council on Aging	Jackson County	Light Transit Vehicle with lift	\$39,792	\$31,834
Four Rivers Resource Services	Daviess County	Modified Van with lift	\$29,540	\$23,632
		Mini-van	\$17,822	\$14,258
Area 12 Council on Aging	Jefferson County	Modified Van with lift	\$29,890	\$23,912
New Horizons Rehabilitation	Ripley County	Modified Van with lift	\$29,890	\$23,912
First Chance Center	Orange County	Standard Van	\$21,923	\$17,538
		Mini-van	\$17,822	\$14,258
Older Americans Services Corp	Orange County	Mini-van	\$17,822	\$14,258
New Hope Services	Clark County	Modified Van with lift	\$29,890	\$23,912
		Standard Van	\$21,923	\$17,538
		Radio Base Station	\$1,827	\$1,462
Interfaith Community Council	Floyd County	Modified Van with lift	\$29,890	\$23,912
Rauch Rehabilitation Services	Floyd County	Standard Van	\$21,923	\$17,538
		Modified Van with lift	\$29,890	\$23,912
Perry County COA	Perry County	Mini-van	\$17,822	\$14,258
Gibson County ARC/COA	Gibson County	Two Standard Vans	\$43,846	\$35,077
Posey County COA	Posey County	Two Modified Vans	\$57,780	\$46,224
TOTALS			\$1,475,426	\$1,180,341

PROGRAM UPDATE

Section 5311 - Operating and Capital Assistance for Rural and Non-Urban Areas

The Section 5311 Rural Transportation Program has experienced the highest degree of new applicant interest since the program's inception in 1978. During the last two years the Public Transit Section (PTS) has been in receipt of more than 10 applications. In 1996, INDOT funded the Cass County Rural Transportation system, the first Section 5311 new start since Plymouth in 1989. Three applicants completed new start feasibility studies this year; Knox County, Wabash County and the Transit Authority of River City. In addition there are seven new start feasibility studies scheduled to begin in calendar year 1998.

The increasing demand for rural transportation services is further evidenced by the establishment of the state's first public transportation system created without federal or state funding. In 1997 Decatur county began providing transportation service financed entirely by local funding. The project is a result of a collaborative effort between residents, agencies and local business.

The Section 5311(I) Intercity Program has also garnered unprecedented new interest. In 1996, INDOT funded only the second operating project in Indiana since the program's inauguration in 1991. Dearborn County launched service from Aurora, Greendale, Lawrenceburg and the greater Cincinnati Airport in the spring of 1997. There has also been an increase in the initiation of feasibility studies for intercity service, including one to be conducted by the Greyhound Corporation in 1998. The latter effort represents the first participation by a major intercity carrier since the program began.

The INDOT Section 5311 program experienced several staffing changes in 1996-97. Project Manager Renee Miller was promoted to Section Manager of Policy and Budget while Dan Lake was reassigned from planning to Section 5311 as a Project Manager. In addition, the PTS welcomed Vickie Rayburn from INDOT's Accounting and Control Section to her new role as a Section 5311 Project Manager.

Listed below are the staffing assignments for the Section 5311 program. If you have any questions regarding INDOT's Section 5311 program, please contact Ron Thomas at (317) 232-1498.

Dan Lake

LaPorte
Kosciusco Co.
Union Co.
Huntingburg
Seymour

Vickie Rayburn

Franklin Co.
Plymouth
Waveland
Michigan City
Bedford
Dearborn Co.

Ron Thomas

Monroe Co.
Columbus
Marion
Richmond
Cass Co.

Statewide Marketing
DBE Monitoring

Intercity
Contract Processing

RTAP Oversight
Compliance Reviews

TABLE 8

1996 Section 5311 Projects

GRANTEE (Recipient)	PROJECT DESCRIPTION	FEDERAL		STATE		LOCAL		TOTAL ASSISTANCE
		OPERATING	CAPITAL	OPERATING	CAPITAL	OPERATING	CAPITAL	
Bedford	Operating Assistance	\$116,799		\$96,150		\$77,251		\$290,200
Columbus	Operating Assistance	\$280,125		\$208,056		\$222,287		\$710,468
KIRPC	Operating Assistance	\$376,375		\$215,412		\$160,963		\$752,750
KIRPC	2 Vans, 1 minivan		\$62,400				\$15,600	\$78,000
Kosciusko	Operating Assistance	\$33,776				\$33,776		\$67,552
Kosciusko	1 30ft Bus and parts, 1 BOVC and parts		\$46,219		\$5,777		\$5,777	\$57,773
LaPorte	Operating Assistance	\$188,757		\$120,419		\$119,824		\$429,000
LaPorte	2 vans, shop and computer equipment		\$56,000		\$7,000		\$7,000	\$70,000
Marion	Operating Assistance	\$265,434		\$159,283		\$127,283		\$552,000
Marion	4 buses, 4 radios		\$160,000		\$20,000		\$20,000	\$200,000
Mitchell	Operating Assistance	\$32,416		\$20,434		\$13,434		\$66,284
Monroe Co.	Operating Assistance	\$190,525		\$99,525		\$91,000		\$381,050
Monroe Co.	1 van, storage, maintenance, and administrative building		\$289,801		\$23,402		\$49,549	\$362,752
New Castle	Operating Assistance	\$153,459		\$114,057		\$94,408		\$361,924
Richmond	Operating Assistance	\$238,217		\$119,109		\$25,013		\$382,339
Richmond	1 van, 3 buses, acq misc equip, 7 radios,		\$147,200		\$18,400		\$18,400	\$184,000
Union Co.	Operating Assistance	\$55,299		\$24,687		\$33,115		\$113,101
Union Co.	1 modified Van, 1 two-way radio		\$25,600		\$3,100		\$3,300	\$32,000
Washington	Operating Assistance	\$34,000		\$21,000		\$13,000		\$68,000
Washington	2 buses, 2 radios		\$80,000		\$10,000		\$10,000	\$100,000
Madison Co.	Operating Assistance	\$83,810		\$71,605		\$12,205		\$167,620
Huntingburg	Operating Assistance	\$23,640				\$23,640		\$47,280
Huntingburg	1 van		\$28,000				\$7,000	\$35,000
Seymour	Operating Assistance	\$32,347				\$32,348		\$64,695
Waveland	Operating Assistance	\$41,730				\$41,730		\$83,460
Franklin Co.	Operating Assistance	\$69,070				\$69,070		\$138,140
Franklin Co.	1 Sedan, constrc storage facility		\$101,800				\$25,450	\$127,250
Macog/Plymouth	Operating Assistance	\$14,316				\$14,316		\$28,632
Michigan City	Operating Assistance	\$282,500		\$186,200		\$96,300		\$565,000
Michigan City	1 bus		\$61,280		\$7,660		\$7,660	\$76,600
SUBTOTALS		\$2,512,595	\$1,058,300	\$1,455,937	\$95,339	\$1,300,963	\$169,736	\$6,592,870

Program Update

Section 5303 - Metropolitan Transit Planning

The Section 5303 Program is administered by the INDOT Public Transit Section. This program is designed to provide financial assistance to INDOT and Metropolitan Planning Organizations for the development of transportation plans, transit service evaluations and other planning related projects.

INDOT received \$701,799 of Section 5303 funds in 1996, of which \$569,612 was allocated to the Metropolitan Planning Organizations within Indiana (see Table 9). Another \$132,187 was allocated to INDOT for statewide transit planning projects.

In 1996, INDOT initiated a Statewide Public Transportation Needs Assessment in 1996. This project is expected to be complete by November of 1997. The objective of this study is to identify the unmet demand for public transportation services in Indiana. The end product of the Statewide Public Transportation Needs Assessment will be an implementation plan that will outline the prioritized recommendation for INDOT and the transit operators of Indiana to better address the demand for public transportation services within the state.

The Section 5303 Program Manager for INDOT is Scott Deloney. Any questions regarding this program can be directed to Scott at (317) 232-1591.

Table 9

Indianapolis	\$160,444
NW Indiana	\$132,529
South Bend/Elkhart/Goshen	\$59,017
Fort Wayne	\$35,552
Southern IN/Louisville	\$20,400
Anderson	\$24,284
Bloomington	\$24,204
Evansville	\$31,830
Lafayette	\$18,368
Muncie	\$22,717
Terre Haute	\$26,006
Kokomo	\$14,263

SECTION FIVE

GRANT ASSISTANCE PROGRAMS

GRANT ASSISTANCE PROGRAMS

The following is a brief description of the state and federal funding programs for public transit in Indiana.

Public Mass Transportation Fund (PMTF)

PMTF is a state fund that receives 0.76% of the state general sales and use tax. These funds are allocated on a calendar year basis using a performance-based formula. Service area population, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations. Locally Derived Income (LDI) is used to measure local financial commitment and is defined as follows:

1. System revenues: including fares, charter, advertising, and all other auxiliary and non-transportation revenues;
2. Taxes levied by, or on behalf of a transit system;
3. Local cash grants and reimbursements including General Fund receipts; property, local option income, license, excise, and intangibles taxes; bank building and loan funds; local bonding funds; and other locally derived assistance.

Awards are limited to an amount equal to 100% of the project's Locally Derived Income or the system's total allocation, whichever is less.

Electric Rail Service Fund (ERSF)

The ERSF is a special state fund generated from property tax on a railroad company's distributable property that provides service with a commuter transportation district established under I.C. 8-5-15. These funds are only available to commuter transportation districts that have substantially all of their service performed by electrical powered railroads. Qualifying commuter transportation districts must receive equal shares of this fund.

Commuter Rail Service Fund (CRSF)

The CRSF is a special state fund generated from property tax on a railroad car company's distributable property. Funds are distributed to commuter transportation districts established under I.C. 8-5-15. Funds must be used for the maintenance, improvement, and operation of commuter rail service.

Section 5303-Metropolitan Planning (Formerly Section 8)

These funds are granted to state and local public bodies for planning, design, engineering and evaluation of urban public transportation projects. The federal government makes funds available to the state departments of transportation and Urban Metropolitan Planning Organizations to develop transportation improvement plans and programs as well. These documents are based on local and state transportation needs.

Section 5307-Block Grants (Formerly Section 9)

This is a formula grant program for urbanized areas with populations greater than 50,000, and was authorized by the Surface Transportation Assistance Act of 1982 as a replacement for the Section 5 formula assistance program. The FTA apportions the funds according to a complex formula including population, population density, and operating characteristics.

A locality can use Section 5307 funds to offset either 80% of the net cost of a capital project, or up to 50% of the net operating deficit; however, systems are limited on how much of their annual allocation they can use for operating purposes.

Section 5309-Discretionary Grants and Loans (Formerly Section 3)

Funding is available on a discretionary basis to urban and rural transit systems for capital improvements including the purchase of new equipment, acquisition of property, and the construction of facilities for public transportation purposes.

Section 5310-Grants and Loans for Special Needs of Elderly Individuals and Individuals With Disabilities (Formerly Section 16)

Section 5310 furnishes capital assistance to private non-profit corporations and public bodies that deliver specialized transportation services to the elderly and persons with disabilities where mass transportation services would not otherwise be available, insufficient, or inappropriate to meet their specialized needs.

The FTA funds up to 80% of the total request for capital assistance, matched by a 20% local share. This program is administered by INDOT. During calendar year 1996 INDOT awarded \$1.12 million in Section 5310 grants.

Section 5311-Financial Assistance for Other Than Urbanized Areas (Formerly Section 18)

This program is also administered by INDOT. During 1996 INDOT awarded \$4.5 million in grants to 19 transit systems statewide.

Section 5311 provides capital and operating assistance to non-urbanized public transit systems. Capital grants are funded up to 80% of the total project cost, and operating grants are funded up to 50% of the net project cost (total operating cost less operating revenue).

Section 5311(h)-Rural Transit Technical Assistance Program (Formerly Section 18(h))

Section 5311(h) created the Rural Transit (technical) Assistance Program (RTAP) to provide technical assistance, training and research for rural and specialized transportation providers. During 1996 Indiana received \$112,600 in RTAP funds. The state's RTAP program is implemented by the Institute for Urban Transportation, with the help of an advisory committee. During the year, a three-part program was continued, which includes local technical assistance to RTAP eligible transit operators, on-site training, and a fellowship program to provide financial assistance for operators to participate in training courses.

The program also has a national element which develops information and materials for use by local operators and state departments of transportation.

Section 5311(i)-Intercity Operating, Capital, Planning and Marketing Assistance(Formerly Section 18(i))

The Section 5311(i) program provides funding assistance to transportation entities for the provision of intercity transportation-related services. This program was created to address the recent abandonment by intercity carriers and the special needs of isolated rural areas. Scheduled intercity bus departures have dropped dramatically statewide over the past decade or so (78%).

The Section 5311(i) program furnishes operating and capital assistance at the same levels as other FTA funded programs.

Section 5313-State Planning and Research Program (Formerly Section 26A(2))

Section 5313 funds are provided to the Indiana Department of Transportation (INDOT) and fund such activities as statewide planning, technical studies and assistance, demonstration projects, management training and cooperative research.

SECTION SIX

GLOSSARY

GLOSSARY

This glossary contains definitions of certain terms, data and information which appear in the Annual Report. Many of these items have multiple definitions, therefore they are defined as they are used in the context of this report.

Active Vehicles - The total number of vehicles available for revenue service during the calendar year. Vehicles are considered available if they are capable of being used, even if not used (except for retired vehicles). Includes all vehicles designated as spares.

Apportionment (Appropriation/Allocation) - This is the maximum amount of funding a transit system MAY be granted from an assistance program.

Award - The authorized (obligated) level of funding a transit system has contracted to receive from an assistance program based upon an application for funding or formula distribution.

Base Fleet - The average number of revenue vehicles in scheduled operation during the non-peak hours of the average weekday of operation.

Body on Truck Chassis (BOTC) - A body on chassis seats from 12 to 18 passengers and is typically composed of a light truck chassis underneath a special body. A supplier of a body on chassis will purchase a chassis and then manufacture and attach the body. This construction is similar to that of school buses.

Capital Grant Awards - Local, state and federal capital assistance awarded during the calendar year reporting period.

Casualty and Liability Costs - The costs of insurance premiums for coverage of the transit system and payments for losses due to acts for which the transit system is liable.

Charter and Other Revenues - This category includes:

Charter Service Revenue - Revenue from transportation service provided on an exclusive basis, for a specific itinerary; and/or

School Bus Service Revenue - Passenger fares from school bus service operated under contract with school corporations; and/or

Auxiliary Transportation Revenue - Revenues earned from operations closely associated with the transit system; including station concessions, advertising services, and other services provided in conjunction with regular transit service; and/or

Non-transportation Revenue - Revenues earned from activities not associated with the provision of transit system service, including sale of maintenance services, rental of revenue vehicles, rental of buildings and other property, investment income and parking lot revenue.

Contra-Expenses - Revenue items that offset operating expenses such as income earned on working capital, cash discounts, fuel tax refunds, insurance claim payments. Non-eligible as local derived income.

Deadhead Miles - Miles traveled by revenue vehicles when not in revenue service (not available for passengers). Includes miles traveled to and from storage facilities and other non-revenue service mileage such as maintenance or training mileage.

Demand Responsive Service - A transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the user's demand.

Route Deviation - Public transportation on a non-exclusive basis that operates along a public way on a fixed route or schedule from which it may deviate from time to time in response to a demand for its service or to take a passenger to a destination, after which it returns to its route.

Operating Expense/Passenger Boarding - Ratio equating total operating costs to total passenger boardings. This measure is used to indicate the cost of providing service per unit of consumed service. A relatively low ratio is preferred. The ratio may be lowered by increasing passenger boardings and/or lowering expenditures.

Fare Recovery - Ratio equating fare revenue to total operating expenses. This measure is used to indicate the level at which the basic route and/or demand re-

responsive service fares support the operations of the service. A relatively high ratio is often preferred. The ratio may be increase by raising fare revenues and/or lowering expenditures.

Fare Revenue - Revenues received from fare paying passengers along regularly scheduled routes and/or for demand responsive service. This includes:

Passenger Fares - Base fares, zone premiums, express service premiums, extra cost transfers, and quality purchase discounts applicable to the passenger's ride on all regularly scheduled routes; also "park and ride" revenue; and/or

Special Transit Fares - Revenues earned from rides given in regular transit service, but paid for by some organization rather than by the rider, and for rides given along special routes for which revenue may be guaranteed by a beneficiary.

Fare Revenue Per Passenger Boarding - Derived by dividing total fare revenue by total passenger boardings, this is a measure of system efficiency.

Federal Assistance (also Federal Operating Revenue) - This category includes funds obtained from the federal government to assist in paying the cost of operating the transit system.

Fixed Route Service - A system in which vehicles follow a predescribed route and schedule. It is different from such modes of transportation as taxicabs or demand responsive transportation, where each trip may differ in its origin and destination.

Fringe Expenses - Payment or accruals to others (insurance companies, governments, etc.) on behalf of an employee's share of FICA, PERF, other retirement, health insurance, life insurance, and other benefits not associated with a piece of work; and/or payments or accruals directed to an employee arising from something other than their performance of a piece of work. These include uniform and clothing allowances, paid absences, such as sick leave, holidays, vacation, jury duty, death in the family, military duty, etc. Paid absences should be accounted for as a fringe benefit only when they result in a cash liability to the transit system.

Fuel and Lubricant Expenses - Cost of gasoline, diesel fuel, propane, lubricating oil, etc., for use in

vehicles associated with transit service.

Fuel Reserve - The number of days a transit system can provide regular service using their stored fuel. Maximum fuel storage capacity divided by averaged daily consumption.

Gallons of Fuel Consumed - The total number of gallons of fuel consumed by all vehicles operated by the transit system during the calendar year reported.

Holidays - Includes five major holidays: Christmas Day, Thanksgiving Day, Fourth of July, Labor Day and Memorial Day. Many transit systems do not operate service on these days. Some systems may have a special holiday schedule which is used on these or other holidays such as Veterans Day and Martin Luther King Day.

LDI Expense - Ratio equating fare, charter and other revenue plus local operating assistance to total operating expenses. This measure is used to indicate the level of financial responsibility accepted at the local level for transit operations. A relatively high ratio is preferred. The ratio may be increased by increasing fare revenues, alternative revenue sources (i.e., charter service and advertising revenue) and/or increasing local operating assistance, or decreasing operating expenses.

Local Assistance (also Local Operating Revenues) - This category includes:

Taxes Levied Directly By Transit System - Dedicated tax revenues systems that are organized as independent political subdivisions with their own taxation authority, e.g., Public Transportation Corporations.

Local Cash Grants and Reimbursements - Funds obtained from local government units to assist in paying the cost off operating the transit system.

Locally Derived Income (LDI) - This indicator is used to measure local financial commitment to public transit and is defined as:

Operating revenues including fares, charter, advertising and all other auxiliary and non-transportation revenues.

Taxes levied by, or on behalf of a transit system.

Local cash grants and reimbursements including General Fund Receipts; property, local option

income, license, excise and intangible taxes; bank building and loan funds; local bonding funds; and other locally derived assistance.

In-kind contributions (except Volunteer Labor Services) which have prior approval by INDOT.

Materials and Supplies Expense - Cost of fuel, lubricants, tires and tubes and other material and supplies. (This may include repair parts, maintenance supplies, forms, cleaning supplies, etc.)

Modified Van (MV) - The seating capacity of modified vans is approximately 9 to 16 passengers. A modified van is a standard van which has undergone some structural changes, usually made to increase its size and particularly its height. This is often accomplished by raising the roof. Other body changes may include a raised or widened door, lower rise steps at the entrance and accessibility equipment such as wheelchair lifts and tie-downs.

Non-Locally Derived Income Match - Includes in-kind labor services, unrestricted Federal and State funds.

Operating Expense - The total of all operating costs incurred during the transit system calendar year reporting period; excluding expenses associated with FTA capital grants. Expense figures may be unaudited.

Operating Income - Revenue received from fares, charter services, and other sources directly related to transit systems operations (i.e., advertising revenue); excluding revenues from Federal, State, and local cash grants. Operating income and operating subsidy together are the total operating revenue of a transit system.

Operating Subsidy - Revenue received through federal, state and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operator's Salaries and Wages - The pay and allowance due employees in exchange for the labor services they render on behalf of the transit system. This category includes only those employees who are classified as revenue operators or crewmen.

Other Expenses - For purposes of the Annual Report, Other Expenses in Table 8 include: Taxes, Purchased Transportation and Miscellaneous Expenses. For the system pages, however, Other Expenses include only Taxes and Miscellaneous Expenses.

Other Salaries and Wages - Payment for the labor of employees of the transit system (or sponsoring agency) who are not classified as revenue vehicle operators or crewmen. This category includes managers, dispatchers, mechanics, bus washers, building (garage) maintenance workers, managers, other professionals, and clerical staff.

Passenger Boardings - Number of passengers who board a vehicle during the calendar year reporting period regardless of their destinations. Synonymous with the term "Unlinked Passenger Trips".

Passenger Boarding/Capita - Ratio equating total passengers boarding to service area population. The ratio may be increased by increasing passenger boardings and/or decreasing service area population.

Passenger Boarding/Total Vehicle Mile (TVM) - Ratio equating total passenger boardings to the total miles traveled by revenue vehicles. This measure is used to indicate the degree to which the system (or route) is utilized when compared to the amount of service provided. A relatively high ratio is preferred. The ratio may be increased by increasing passenger boardings or eliminating service (TVM) that has marginal ridership.

Peak Hour Fleet - The largest number of revenue vehicles operating at any peak time during an average weekday of operation.

Public Mass Transportation Fund (PMTF) - A state assistance fund financed by .76 percent of the state general sales and use tax. It may provide assistance up to 100% of the system's Locally Derived Income (LDI) or the system's population/performance based formula allocation, whichever is less.

Purchased Transportation Expenses - Operating expense incurred when a transit property purchases a portion of its service from another entity, (e.g., contracting with a private organization to provide specialized services, subsidized taxes, etc.).

Reconciling Item - Operating expenses which include interest expenses, leases and rentals for urbanized transit systems, depreciation, amortization of intangibles, purchase lease payments, related party

lease agreements and others as defined in the Section 15 Manual.

* **Revenue Vehicle Miles** - The total mileage incurred in schedule service (miles in each route multiplied by the number of times each route is run) during the reporting period. Excludes non-service mileage (deadhead, training, etc.), charter mileage, exclusive school service mileage and mileage lost due to missed runs.

Road Call - A service interruption requiring assistance from someone other than the driver to continue passenger service. Road calls usually require the transfer of passengers to another vehicle to complete the trip. These service interruptions may be caused by mechanical, electrical, structural or human failures (e.g., bad brakes, flat tire, out of gas, etc.)

Road Call Interval - A measure of maintenance effectiveness derived by dividing total vehicle miles by total road calls. A high figure is desirable.

Route Deviation - see Demand Responsive Service.

School Bus (SB) - A standard school type bus seats from 22 to 44 adult passengers, and is manufactured by the body-on-chassis method. School buses used for public transportation service do not have school bus markings (yellow with black trim, etc.) and are modified for public transit use.

Service Area - The smallest geographic area identified by the 1990 U.S. Bureau of Census data that coincides with the transit system's legal operating limits (i.e., urbanized area, city limits or county boundary).

Service Area Population - The entire population residing within the legal operating limits of the transit system, as reported by the 1990 U.S. Bureau of Census. Demand response and county-wide service area population is defined as 1/2 of the population residing within the legal operating limits to represent the specialized nature of this service.

Services Expenses - Fees and related expenses for labor and other work provided by outside organizations. In most instances, service from an outside organization is procured as a substitute for in-house employee labor, except in the case of independent audits which cannot be performed by employees. This category includes:

Advertising Fees - The labor and materials provided by an advertising agency in the development and production of advertising campaigns. Advertising media fees, regardless of whether they are paid to the advertising agency or to the media, are included in "Advertising/Promotion Media" under Miscellaneous Expenses; and/or

Contract Maintenance Service Expenses - Payment for maintenance of equipment, under contract or on a single job basis, by an outside organization. This category is for repair or maintenance work on operating vehicles, equipment, and garage buildings, and to be differentiated from professional and custodial services; and/or

Custodial Service Expenses - Payment for the performance of janitorial services, under contract or on a single job basis with an outside organization; and/or

Professional and Technical Service Fees - Payment for the labor provided by attorney's accountants, auditors, marketing firms, investment bankers, computer service companies, engineering firms, management consultants, transit industry consultants, etc.

Standard Van (SV) - Standard vans have a typical seating capacity of from 5 to 15 passengers. Standard vans are available from automobile manufacturers and are part of their standard production line.

State Assistance (also State Operating Revenues) - This category covers funds obtained from the Public Mass Transportation Fund to assist in paying the cost of operating the transit system. (As noted, this category may also include funding from other State programs (e.g., Older Hoosiers and Rehabilitation Funding).)

Subsidy/Passenger Boardings - Ratio equating government operating assistance (Local/State/Federal) to total passenger boardings. This measure is used to indicate the level of local, state and federal assistance used in the operation of the transit system. A relatively low ratio is preferred. The ratio may be lowered by increasing passenger boardings, increasing fare and other revenues, and/or decreasing expenses.

Supply Side Subsidy - A program in which subsidies flow to the provider (supplier) of service rather than users of the service. Opposite of User Side Subsidy.

Total Vehicle Miles - The total distance traveled by revenue vehicles, including both revenue and dead-head (non-revenue) miles.

Transfer Charge - A fee charged passengers who transfer to a line or route after paying for a fare on another line or route.

Transit Bus (Bus) - A transit bus seats from about 19 to 53 passengers and has both a body and a chassis which are designed specifically for transit service. One supplier manufactures the entire bus; most are equipped with diesel engines.

Small Transit Bus (STB) - under 30'

Medium Transit Bus (MTB) - 30' to 34'

Large Transit Bus (LTB) - 35' to 40'

Trolley (TY)

Articulated (ART)

Unlinked Passenger Trips - See Passenger Boardings.

Unrestricted Federal/State Funds - Direct federal grants (e.g., Title V, Title XX, Community or Social Service Block Grant) or State funded grants (e.g., Older Hoosiers, Crippled Children).

User Side Subsidy - A program whereby passengers received a voucher or token that is used to purchase transportation service from the provider of the user's choice. Opposite of Supply Side Subsidy.

Utility Expenses - Payments made to various utilities for use of their resources including: electric, gas, water, sewer, garbage collection, telephone, etc.

